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Edited by Sir John Hammerton

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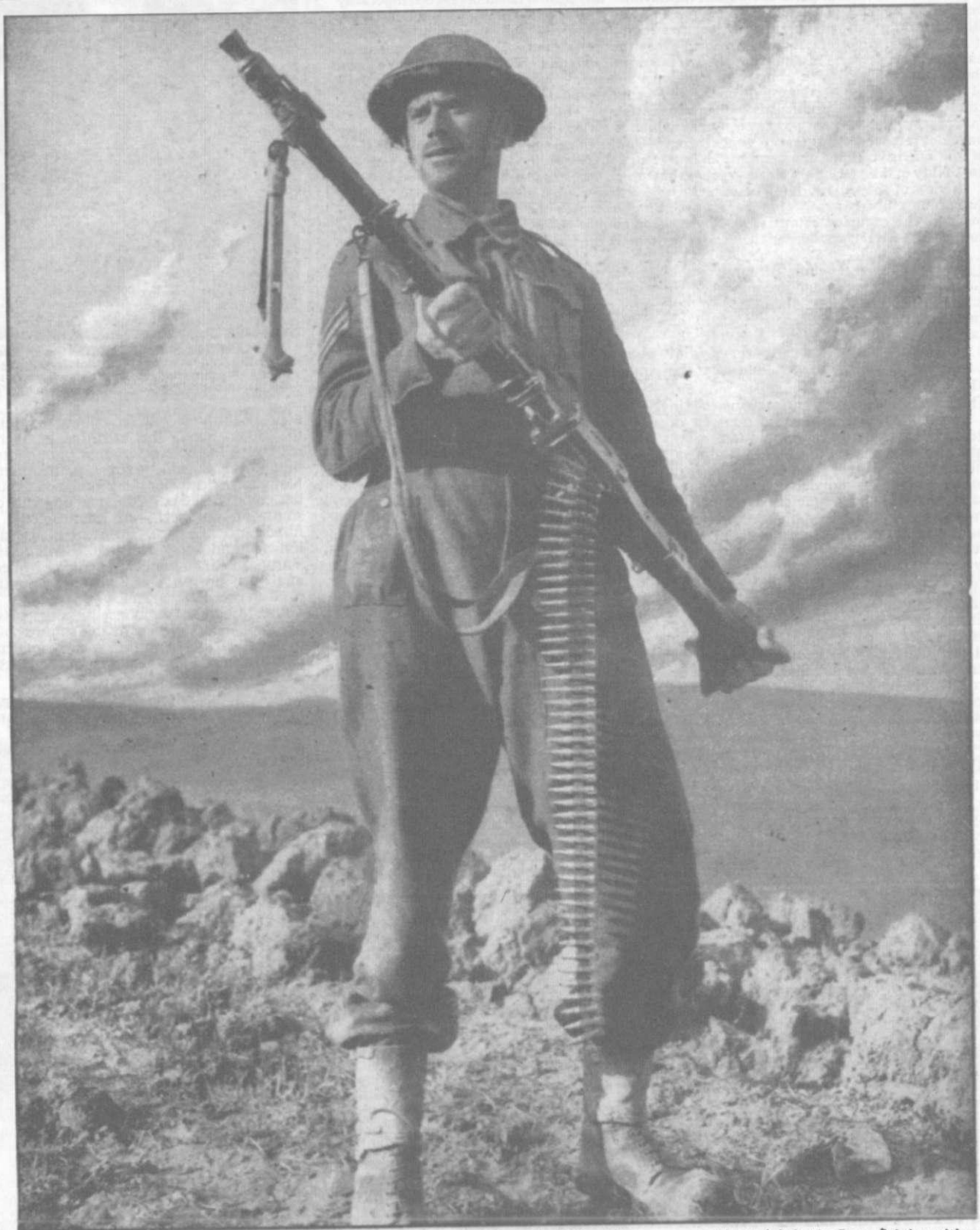


ON TOP IN TUNISIA! Sergt. R. Sumner, a Londoner, recently distinguished himself in a remarkable exploit in the fierce fighting with Nehring's Nazis. During an attack on the enemy positions he charged a machine-gun nest single-handed, capturing two Germans with their light machine-gun and 3,000 rounds of ammunition. While he was using the gun later it jammed, but he persuaded one of the prisoners to adjust it, and held down enemy fire until his ammunition was spent. Sergt. Sumner is here seen with the captured gun.

Photo, Planet News

THE BATTLE FRONTS

by Maj.-Gen. Sir Charles Gwynn, K.C.B., D.S.O.

DURING the first half of January 1943, although there were no major developments in other theatres, the German situation in Russia continued to deteriorate rapidly. Zhukov's great southern offensive showed no sign of losing its momentum. It is true that on certain parts of its front the advance was slowed down or even temporarily brought to a standstill. That was only to be expected where, as on the Donetz and Lower Don front, the Germans had special facilities for bringing reserves into action and where it was vitally important for them to hold every foot of ground. Yet even on these comparatively static parts of the front the Germans are suffering heavily. They have been forced to counter-attack constantly, purely as a defensive expedient and not in the hope of initiating a counter-offensive on a scale which would retrieve the situation. The counter-attacks have been costly in men and material. They have contributed to the high rate of attrition of man-power resources which is giving Berlin much anxiety, and they have not removed the threat to vital centres. On the Caucasus front there is no question of the offensive losing momentum, and here undoubtedly the Germans have to face the possibility of disaster on a scale as great as that which threatens the 6th Army at Stalingrad.

In view of the situation in Russia, will the decision to send an army to Tunisia prove a disastrous embarrassment for the Axis coming on top of the necessity to retain strong forces in the occupied countries? The decision cannot be reversed; and Hitler may be compelled to treat an ulcer in Tunisia as serious as the Spanish ulcer was to Napoleon.

GERMAN TRANSPORT difficulties in Russia are acute. Here are Nazi soldiers dragging shells along in sledges improvised from ammunition containers. *Photo, Associated Press*

RUSSIA

By the middle of January the Russians had accomplished so much that it was less their day-to-day achievements that excited interest than the vista that was opened. What would be the fate of the defeated German armies, and what would be the strategic policy of the German High Command?

The army of the Middle Caucasus was in full retreat, having abandoned masses of material in what almost amounted to a rout; all pretence that it was an orderly withdrawal in order to shorten the front became absurd. Russian pursuit was too vigorous, and on too broad a front, to permit even a temporary stand on the Kuma river. The retreat continued, and sporadic rearguard actions did little to check pursuit, though in some localities they resulted in fierce encounters.

The immediate question, then, was whether the defeated army would be able to rally on a position covering the railway junction of Armavir? If it could not, the Maikop oilfield would have to be abandoned, and the forces operating against Tuapse would be forced to undertake a difficult retreat. The Upper Kuban and the important centre of Voroshilovsk seemed to indicate a possible rallying position; but the pursuit was hot and threatened to turn the position from the north before it could be firmly established.

Moreover, another threat was developing which would seal the fate of the retreating army if it attempted to stand. The Russian drive from Kotelnikovo down the Stalingrad-Novorossisk railway was making steady if not very rapid progress. It had reached the line of the Manych river, and on its right the lower reaches of the Sal. German resistance, though stiff, was being steadily overcome; and the important town of Salsk, with direct railway communication with Rostov, was closely threatened. Even more important: if the advance could not be stopped, Tikhoretsk, through which the communications of the Middle Caucasus army and the Maikop forces run, would be in danger. It seems probable, therefore, that the Germans may be forced to retreat to cover Tikhoretsk and to avoid the danger of becoming completely isolated. They would have long distances to cover; and an early decision whether to stand to cover Armavir or to retreat on Tikhoretsk must be taken. If Tikhoretsk were captured or closely threatened it might well lead to a withdrawal of all German forces in the Caucasus.

WHILE the Germans in the Caucasus were being hard pressed, the Russian advance north of the Don had been slowed down and in some places stopped by numerous counter-attacks. The Germans were evidently determined to hold the line of the Donetz at all costs in order to cover the approaches to Rostov and the important towns and railway system of the Donetz basin. But although the position gave them great facilities for bringing up reserves the counter-attacks failed to do more than bring temporary relief, and were very costly.

By the middle of the month the Russians began again to make progress and actually reached the eastern bank of the Donetz. It seems improbable that anything amounting to a break-through will be achieved; but, on the other hand, the attrition of German reserves is likely to be an important contribution to the general progress of the offensive. Now as I write (in the middle of January) has come the news of the new break-through south of Voronezh—an event of the first importance. Apart from the casualties inflicted and booty captured, it will clear the Voronezh-Rostov railway as far as Millerovo and open prospects of cutting communication between Kharkov and Rostov. The fall of Millerovo, announced by the Russians on Jan. 17, coupled with the capture of the railway farther north, must immensely improve the communications of the Russians on the Donetz front.

The news from Stalingrad is equally important. Although the Nazi General Paulus has refused to accept terms of surrender, it is clear that his troops are in no condition to resist the Russian exterminating attack and they will probably take the law into their own hands. Paulus was, of course, justified in refusing to surrender, however hopeless his position, because evidently it is of first importance to the Russians to open railway communication through Stalingrad and to secure the release of their investing

FLOODS IN TUNISIA held up military operations during the greater part of January this year. Roads were converted into running rivers and became impassable for transport. This photograph shows a German motorized column halted by a large expanse of flood-water. One lorry has already been marooned in a venturesome bid to make the passage, and the rest of the column waits upon the bank in the background, completely immobilized. *Photo, Associated Press*

army as soon as possible. Every day's delay may have important consequences.

The situation on the Moscow front has changed little since the capture of Veliki Luki. The Germans have been counter-attacking furiously in the hopes of retaking it, and their long refusal to admit its fall was due probably to the hope that success would make admission of such a reverse unnecessary. Russian progress in exploitation of the removal of this hedgehog has not been marked, but the rate of attrition of German reserves must have been greatly increased by fruitless counter-attacks.

Up to the time of writing, Moscow has been silent as regards operations which the Germans report the Russians have started for the relief of Leningrad, but these may obviously produce very important results.

ON the whole, the situation in Russia has improved beyond all expectation, and there is every reason to hope that it will improve still further.

The recovery by the Russian air force of the ascendancy it achieved last winter is likely to prove of great importance, for it will have more chances of exploiting its superiority than it had then.

The amazing results achieved by Russian war industries during the past year which, in spite of the necessity to make good heavy losses and expenditure, has enabled reserves to be built up for the offensive affords a heartening assurance that the summer will not find the Red Army with its material resources exhausted. How many tanks and aircraft supplied by the Allies are being employed in the present operations we have not been told; but there seems little doubt that the most effective weapons in winter warfare are of Russian manufacture. It has still to be proved whether the weapons are of an order which will enable the offensive to be maintained during the worst of the winter. So far, the season appears to have been exceptionally mild; and on the Caucasus front mud rather than snow has hampered rapid movement. In any case, the Russians retain their superiority in cavalry and ski troops, and their guerilla bands will probably have greater opportunities than ever of effective action as German reserves are drawn into the main battle area.

GEN. PAULUS, commander of the German 6th Army trapped in the Stalingrad area. On Jan. 8, 1943 he rejected a Russian ultimatum that he should capitulate.
Photo, New-York Times Photos

It is too early yet to speculate on whether the disasters the Germans have suffered will compel them to attempt a drastic general withdrawal in order to shorten their communications and to establish a straighter front. Such a course was contemplated last year, but it was realized that it would be too desperate an undertaking to carry out in mid-winter. This year it would probably be even more difficult, but the alternative of holding on at all costs might be even more disastrous if the momentum of the Russian offensive is maintained.

STALINGRAD AND N. CAUCASUS FRONTS. Arrows show direction of main Russian thrusts at Jan. 19, 1943. The shaded areas are those recaptured by the Red Army in the course of the previous fortnight. Note the German 6th Army enveloped at Stalingrad, and Rostov menaced from north and east.
By courtesy of The Times

NORTH AFRICA Operations in Tunisia no doubt appear to many disappointingly slow. We should realize, however, that we have been told nothing as to the actual progress of the deployment of the main Allied forces. We have had the frank admission of the failure of the original attempt to anticipate the Axis forces in the occupation of Tunis and Bizerta, and we have had some account of the encounters in which the advanced force which made the attempt have since been engaged. Difficulty of operations in wet weather, difficulties on the lines of communication, and difficulties in establishing aerodromes have also been described.

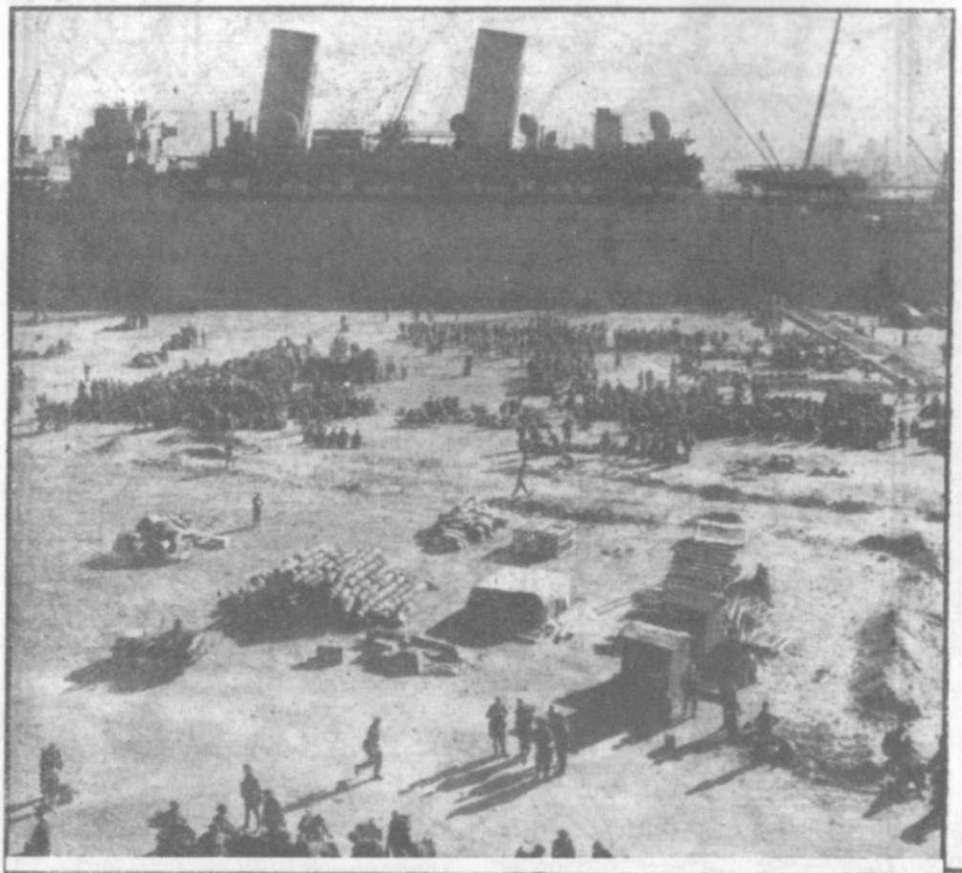
All this has suggested the idea that someone has blundered, and some criticism has been excited. It has been suggested, for instance, that it was a mistake to undertake the operation at all in the wet season, and that the conditions encountered should have been foreseen. Such criticism rather ignores the probability that the operations were designed to synchronize with a Russian winter offensive, and also with the 8th Army offensive which could not well be postponed indefinitely or till the heat of summer.

It would not be surprising, moreover, if the state of the roads in Algeria and Tunisia, or what the effect of rain would be on the ground, were not well known. We now know that the roads have been neglected since the collapse of France, and that rain produces mud conditions very hampering to military operations. But how could such information have been obtained? French North Africa has been closed to Allied agents for the last three years, and in pre-war years there was no reason for collecting detailed information about the territory of a friendly Power which did not even adjoin British possessions. I doubt whether even residents in the country would have appreciated the effects of rain on military operations, since none had ever taken place in the country—certainly not since the days of mechanization.

In Tripolitania, Montgomery as I write has again started to move, and apparently Rommel has not risked a decisive encounter. The main fact is that after its long pause the 8th Army should be in a good state to follow through and maintain pressure.

FAR EAST The very difficult and expensive Papuan operation is practically ended. It is to be hoped that a valuable base for operations against Rabaul and Japanese footholds farther north in New Guinea has been secured to reward troops who have done so splendidly.

Pioneer Corps Handle Vital Supplies in N. Africa



MEN of the Pioneer Corps are doing a fine and vitally important job of work in North Africa. Many of them were rejected for Regular Army service on account of poor eyesight and other physical disabilities; but in spite of such handicaps which precluded them from fighting in the first line, they are now unloading and reloading goods on trains and lorries in 12-hour shifts, night and day. Five tons of material per man are handled in each shift, and during an emergency as much as seven or eight tons per man is maintained.

The Pioneers also build camps and roads, and stack goods at ordnance and supply depots. Organized into pioneer aerodrome companies, they are hard at work on constructing badly-needed airfields for the R.A.F. They can finish an airfield and have it ready for use in thirty-six hours. A number of European refugees recently released from internment camps in Algeria, have offered their services to the Pioneers. One company, composed principally of Austrians and Germans—victims of Nazi oppression—has already been formed, and many North African natives are also enlisting to swell their ranks.

IN Algiers harbour (left) British and American troops are being disembarked from a large transport; evidence of the Pioneers' activity is afforded by the stores piled in the foreground. The photograph below, taken at Bône, E. of Algiers along the Mediterranean coast, shows small-arms ammunition being transferred from ship to quay by means of rollers, an ingenious method that saves both time and labour.

Photos, British Official: Crown Copyright

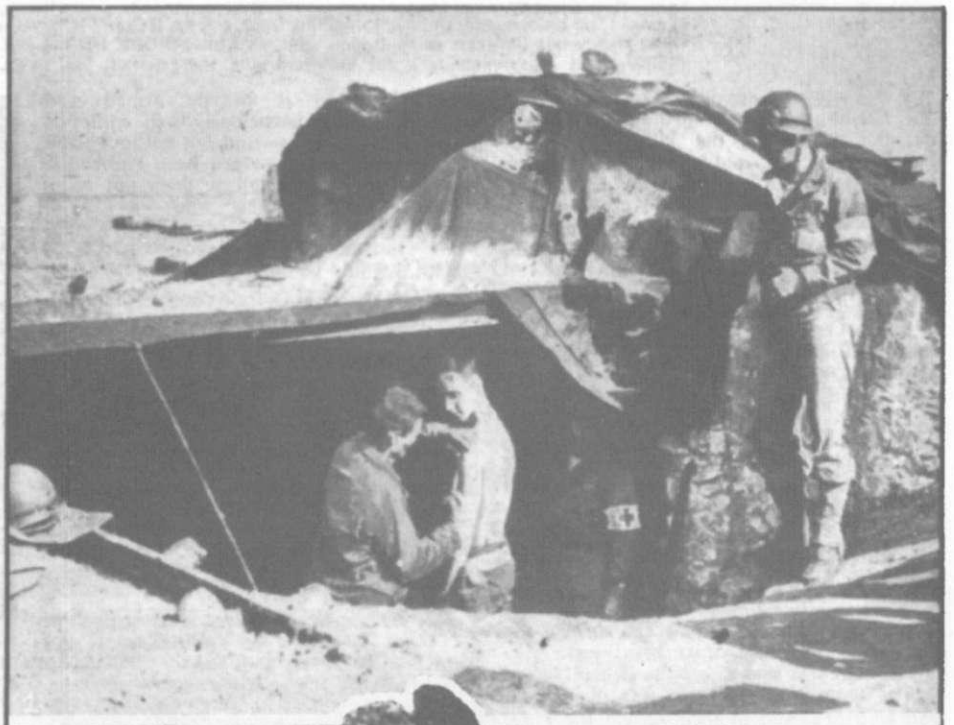
Skirmishing Activity Amid the Tunisian Hills

IN Tunisia both the Allies and the Germans were building up their forces at the beginning of January 1943. Except in the south, where French troops, with U.S. support, beat off enemy raids on their positions, the weather held up operations. On Jan. 8 it was disclosed that the Coldstream Guards, Grenadier Guards, Northamptonshire Regt., Hampshire Regt., Lancashire Fusiliers, and East Surrey Regt. were among British units in this theatre of war. As regards the contribution of French troops, numbers steadily increased. On Jan. 13 it was reported that an additional contingent of some 6,000 men had been placed in the firing line, bringing the number of French troops in the field to well over 50,000.

Meanwhile, the military situation remained obscure. It was reported that Axis reinforcements were reaching Tunis at the rate of 1,000 men a day, and that the garrison of Tunis itself had been greatly strengthened.

THE photographs in this page show men of the Allied armies in the Tunisian front line. 1, A medical outpost, effectively camouflaged among a pile of rocks. A U.S. soldier, wounded in the arm, is being attended by a doctor. 2, Men of a Guards Battalion holding a front-line slit trench. 3, British parachute troops set off on patrol duty in the Beja area. 4, German tank blazing as the result of a duel with U.S. and British anti-tank units in the Medjez-el-Bab region, 40 miles west of Tunis.

Photos, British Official: Crown Copyright; Keystone, Planet News



Commanders Have to Keep Up With the War

In the First Great War the headquarters of the rival commands were often in palatial châteaux in some town conveniently situated behind the front, e.g. the Kaiser's H.Q. was at Spa in Belgium, while Haig's was for years at Montreuil. But, as ALEXANDER DILKE explains below, in the campaigns of today mobility is the key-word, and the generals, too, have to be "mobile."

It was recently revealed that when General Eisenhower was in Britain working out the strategy of the Allied invasion of North Africa, he used a "sleeper" which had been part of the Night Scotsman and Aberdonian expresses. Converted into a work-room by removing the berths, the sleeper became a hive of activity as it moved secretly round Britain, taking General Eisenhower to each of the many commands that had to be consulted. Probably no great campaign has been launched from such a small and modest headquarters. The mobile conference-room measured only 20 ft. by 6 ft., but in it were taken some of the biggest decisions of the war.

The speed and nature of modern warfare are forcing generals more and more to avoid the great country mansion or luxury hotel which was once the typical headquarters. Not only does the speed of war call now for mobility, but also the big houses form too easy a mark for bombers or even parachutists. A friend writing of our retreat in Malaya told how Japanese bombers always made the largest building in the town, the club or the racecourse buildings, their first mark, convinced that this was where the British would set up their headquarters. But the British had learned; and in their retreat the H.Q. of this unit found comparative peace by choosing very ordinary native houses in which to work.

Hitler's Armoured Train

"The Fuehrer's Headquarters" has become a familiar phrase. It is from this spot that the biggest German claims are made. It is probably purely a propaganda place, for from it flows with equal ease news of air, naval and military operations. The German High Command, of course, has headquarters, and Hitler has his specially-constructed armoured train which becomes his "headquarters" when he visits the front. In fact, the Russians, who have been at great pains to discover the sleeping-place of Hitler and have no inhibitions about bombing him, are convinced that the train has never been nearer than 400 miles from the front. The military could not guarantee immunity from attack by guerillas at a less distance.

Hitler's train is heavily armed and armoured. It is particularly well equipped with light A.A. guns—and not without good reason, for Russian airmen have bombed it at least twice, although it does not seem certain that they knew who was in it. According to reports, it does not move a great deal. Indeed, with its elaborate telephone system it would be difficult for it to do so.

The German G.H.Q. train consists of a number of specially-built coaches providing offices, conference-rooms, sleeping accommodation, wireless car and, in fact, everything required by a considerable staff. The wireless car is equipped with teleprinters, and both the world's news and private information flow in day and night. The accommodation is luxurious by active service standards. The kitchen cars, for instance, can provide not only meals for several hundred people, but dinners fit for the distinguished foreign visitors who are occasionally invited to the Fuehrer's headquarters—and the light pastries which are Hitler's weakness.

This mobile headquarters is something of a "stunt" to give the atmosphere of the front line to visitors and, for that matter, to Hitler himself. Big as is the accommodation, it is not sufficient to house anything like the organization required in controlling the huge German armies. The real work is done in extensive buildings converted for the purpose. They are believed to be in East Prussia, but their whereabouts is one of the most closely-guarded of German secrets.

Because of the menace of air or land raids, all armies must now keep the nature and position of their headquarters secret. Rommel learned his lesson in November 1941, when Commandos led by Lieut.-Col. Keyes attacked the villa he was using as headquarters at Sidi Raffa near Tobruk. This headquarters seemed far from the fighting-line, but submarines and the skill and courage of the raiders took them to it. Only the unlucky chance that Rommel was away at the time saved his life; several of the officers on his staff were killed.

Specially-equipped aircraft are used by generals as mobile headquarters, enabling them not only to cover considerable distances rapidly, but also to work while travelling. Britain has mobile offices with every required type of equipment, including miniature printing-presses to enable the administration to keep up with the army.

GEN. K. A. N. ANDERSON, Commander of the 1st Army in N. Africa, photographed in the armoured car in which he travels and directs operations in Tunisia.
Photo, British Official: Crown Copyright

Curiously enough, Air Force H.Q. do not require quite the same mobility—an air force moves forward in jumps rather than continuously. In the Western Desert miniature underground "cities" were excavated for R.A.F. headquarters; there was one at Maaten Bagush, for instance, known as the "rabbit's warren," complete with operations-rooms, orderly-rooms, accounts sections, etc.

For working out a big operation, safety is more important, perhaps, than mobility. For this reason, when he went to Africa, General Eisenhower put the finishing touches to his plans in a tunnel specially hollowed out of the rock at Gibraltar. Visitors to Allied Forces headquarters had to walk a quarter of a mile underground before reaching it, and pass so many guards that there was little chance of a surprise attack even by exceptionally cunning or resolute men. The actual rooms used as headquarters were concreted to keep out the damp; and in them generals, admirals, and air marshals worked all day, coming up only to sleep.

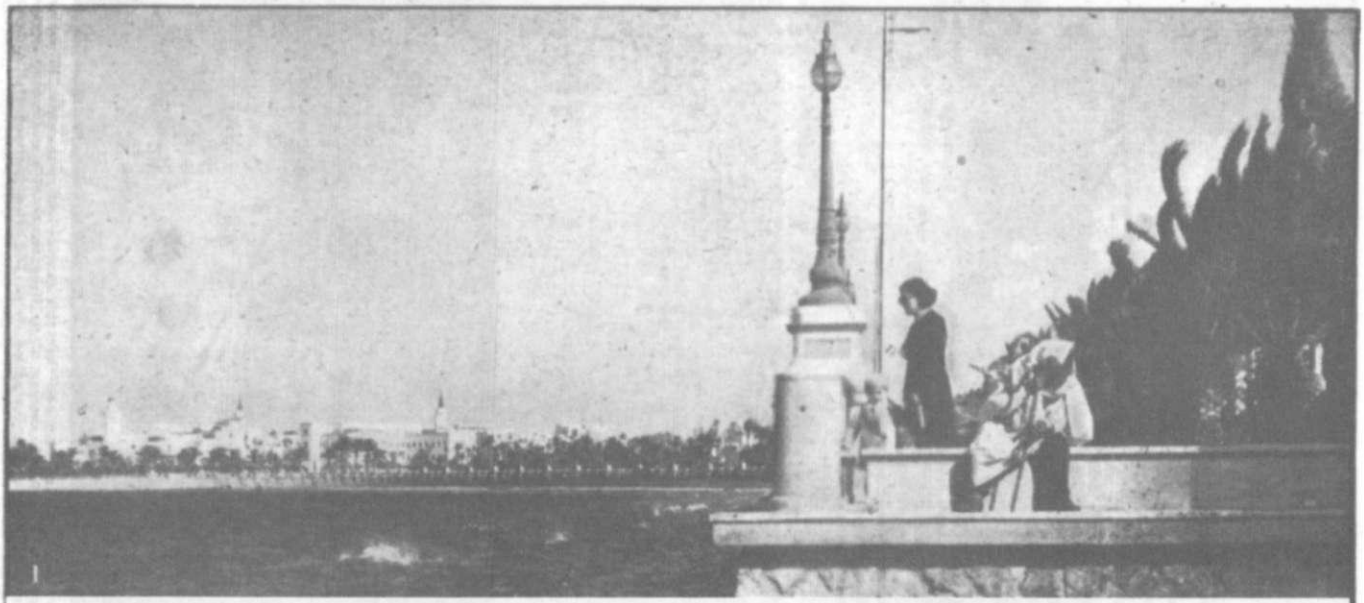
Montgomery's Desert Caravan

General Montgomery has used a specially-fitted caravan as his mobile headquarters during his great advance in the Western Desert. It is austerely but efficiently furnished, and, of course, camouflaged. The caravan can keep pace with the fastest fighting vehicles, and in the unique conditions of the desert has the advantage of providing shelter and "office" at any convenient spot, quite independently of the "inhabited places," which are not only few and far between, but magnets for bombers. Gen. Montgomery does not travel in the caravan, but in a small car.

A "fitting" of the caravan which always calls forth comment from visitors is a large photograph of General Rommel. Probably this is the only headquarters in the world where a photograph of the enemy general is prominent. General Montgomery explains that he captured his life-size photograph and has ambitions to capture the "original."

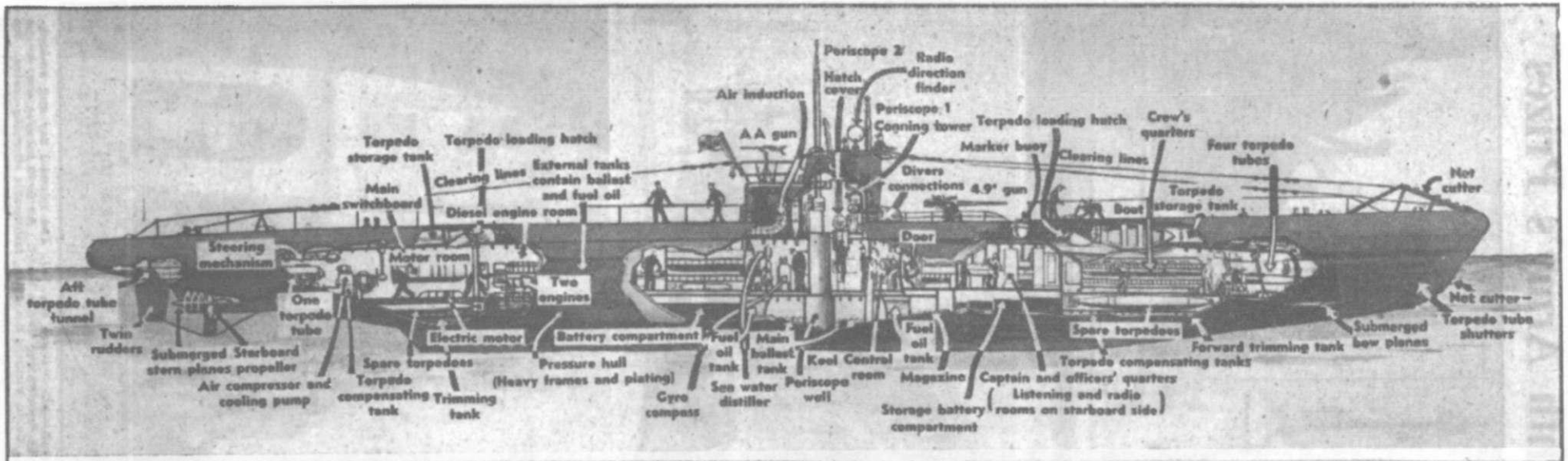
MOBILE NERVE CENTRE in the Western Desert. This Armoured Command Vehicle enables staff officers of the 2nd Armoured Brigade of the 8th Army to keep in touch by wireless and telephone with every phase of the swift-moving campaign. A Brigadier is seen leaving the A.C.V. during a halt in the desert. *Photo, British Official: Crown Copyright*

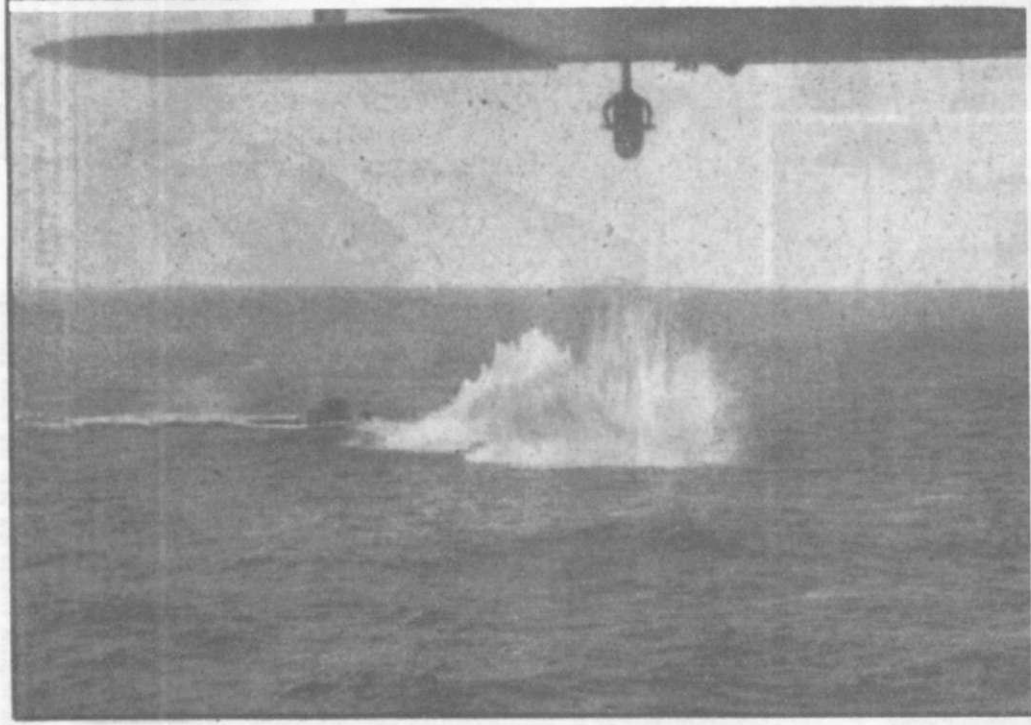
Tripoli Added to the Eighth Army's Prizes

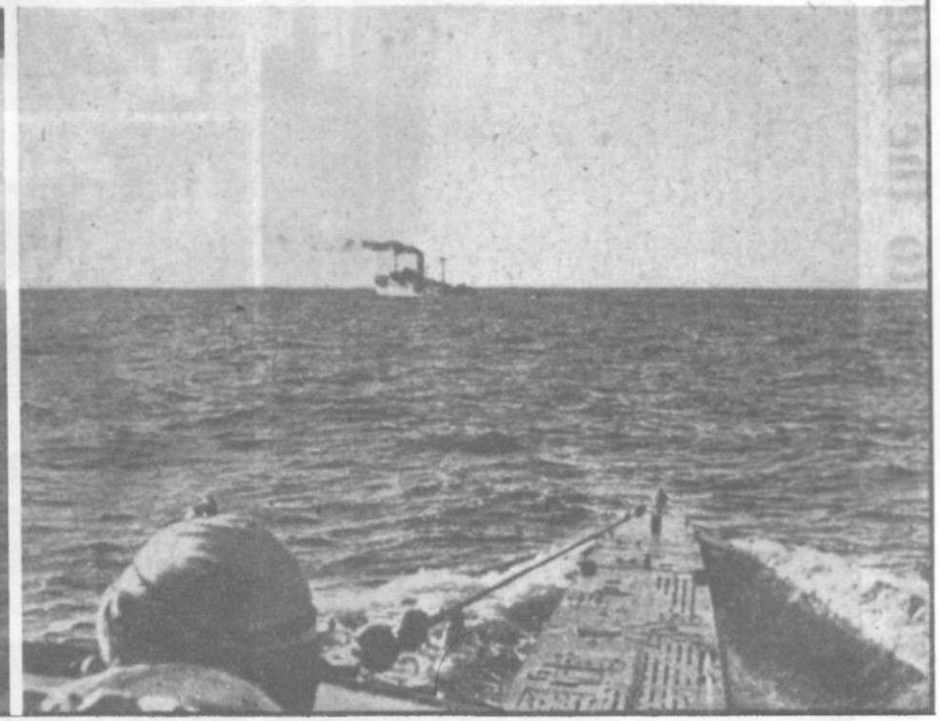


THE 8th ARMY ENTERED TRIPOLI on January 23, 1943; here are scenes in Mussolini's "jewel city." 1, The splendid bay and embankment. 2, Roman triumphal arch, built in A.D. 163, in honour of the Emperors Marcus Aurelius and Lucius Verus. An Arab mosque rises in the background. 3, Sixteenth-century Castle of Tripoli, overlooking the harbour. 4, The Corso Vittorio Emanuele, fashionable shopping centre. An Italian seaplane swoops low over the white buildings

Photos, Pictorial Press







U-BOATS are now more concentrated than before, said Mr. A. V. Alexander on Jan. 20, 1943; new U-boats are being used, with new tactics. It is computed that the enemy has now some 700 submarines which can be employed against our shipping. The enormous output of U.S. shipyards and the drive in British naval construction are the United Nations' answer. Top, diagram showing a standard ocean-going U-boat of 740 tons. Left, photo taken from a Coastal Command Whitley aircraft during a depth-charge attack on a U-boat. Right, British freighter being attacked by a U-boat—from which the photograph was taken—in the Caribbean Sea.

Diagram by courtesy of The Daily Express; photos British Official: Crown Copyright; Associated Press

THE WAR AT SEA

by Francis E. McMurtrie

No excuse is needed for reverting to the U-boat menace. It is unquestionably the most dangerous weapon which Germany wields, a fact of which our enemies are only too well aware. Though our shipping losses from this cause may not be so serious as they were six months or more ago, they are still far too heavy to be regarded with equanimity; and there is unfortunately every prospect of their increasing in the spring, when our foes are bound to strain every nerve to interrupt our vital seaborne supplies.

We have been officially informed that the rate of construction of U-boats still exceeds the rate at which they are being destroyed. Until this position is reversed we cannot afford to abate our efforts one iota; indeed, we must augment them in every possible way.

To accelerate the speed of merchant shipbuilding in this country and on the other side of the Atlantic is not a solution of the problem. It is only a palliative, especially if the shipping is turned out faster than the warships and aircraft required for its protection. To provide additional targets for U-boats without a corresponding increase in the number of escorts would tend to play into the enemy's hands.

It is, in fact, the multiplication of the escorting warships which is the most important object to keep in view if we are to bring about a bigger slaughter of U-boats. As recent accounts of the defeat of attacks on Atlantic convoys make plain, these ships are doing magnificent work in guarding our supply routes across the ocean. But the scale of these attacks is clearly very heavy, as they are often renewed day after day, showing that the number of enemy submarines employed is considerable.

Though they cannot fly in all weathers, and are unable to afford succour to survivors of ships sunk, aircraft afford very valuable collaboration with convoy escorts. Indeed, one of the most useful types employed in convoy work today is the auxiliary aircraft-carrier, whose planes can scout around a convoy's track, in order to spot submarines on the surface and force them to submerge to avoid bombs or depth charges. This greatly reduces a U-boat's efficiency, as its speed on the surface may be anything from 16 to 20 knots, while under water this is reduced to 8 or 9 knots. Moreover, it is not possible to maintain this speed indefinitely while submerged without using up the stored electricity driving the motors.

Shortage of Naval Aircraft

Undoubtedly, an increase in the number of naval aircraft available for convoy work would be of material advantage. Both the First Lord of the Admiralty and Lord Hankey have recently expressed concern that the Royal Navy, which is charged with the task of keeping our life-line open, is still short of aircraft of up-to-date type for this work. If ever there was a case for priority being given, irrespective of other less vital needs, this is one.

Though bombing submarine bases such as Lorient may do something to hamper the regular routine of reliefs on which the U-boat war on commerce is dependent, it is hardly credible that any damage can be done to the vessels themselves, protected as they are by 15 feet or more of solid concrete above the shelters in which they lie when in port. Nor can it be hoped that the morale of the submarine crews—the weakest link in the U-boat chain—will be affected by occasional bombing raids on bases.

Neither is it likely that submarine building and assembling yards will be put out of action by such raids. Not only are there far too many of them, scattered all over Europe, but a shipyard is not a particularly vulnerable target, as our own experience in 1940-41 goes to show. If more aircraft could be directed to the actual location and attacking of U-boats at sea, it would be far more valuable than bombing bases and shipbuilding establishments.

It has been a subject of comment from time to time that, compared with the Royal Air Force, the Royal Navy achieves less publicity than is its due, having regard to the vital importance of its war operations.

An appointment announced on January 13, 1943 is designed to remedy this situation. Admiral Sir William James, Commander-in-Chief at Portsmouth from 1939 to 1942, and a former Deputy Chief of the Naval Staff, has been selected for the new post of Chief of Naval Information. He will be entrusted with the planning and co-ordination of all forms of naval publicity. For this task he is well fitted, as Press representatives who have had to approach him during his tenure of the Portsmouth command can testify. From another point of view his choice for the difficult task of explaining the Navy's work to the public would seem to be a very happy one. He is a talented naval historian, able to describe in vivid words the deeds of naval daring which saved our country in the past, as readers of his books The British Navy in Adversity and Blue Water and Green Fields will unhesitatingly agree.

No new machinery is being set up for the publication of naval announcements, which will continue to be issued through the Press Division of the Admiralty and its Naval Affairs section, located at the Ministry of Information.

Ships Lent to Our Allies

H.M.S. Dragon, a cruiser of 4,850 tons, launched in 1917, has been lent to the Polish Navy. She is by far the biggest warship so far turned over to any of our Allies.

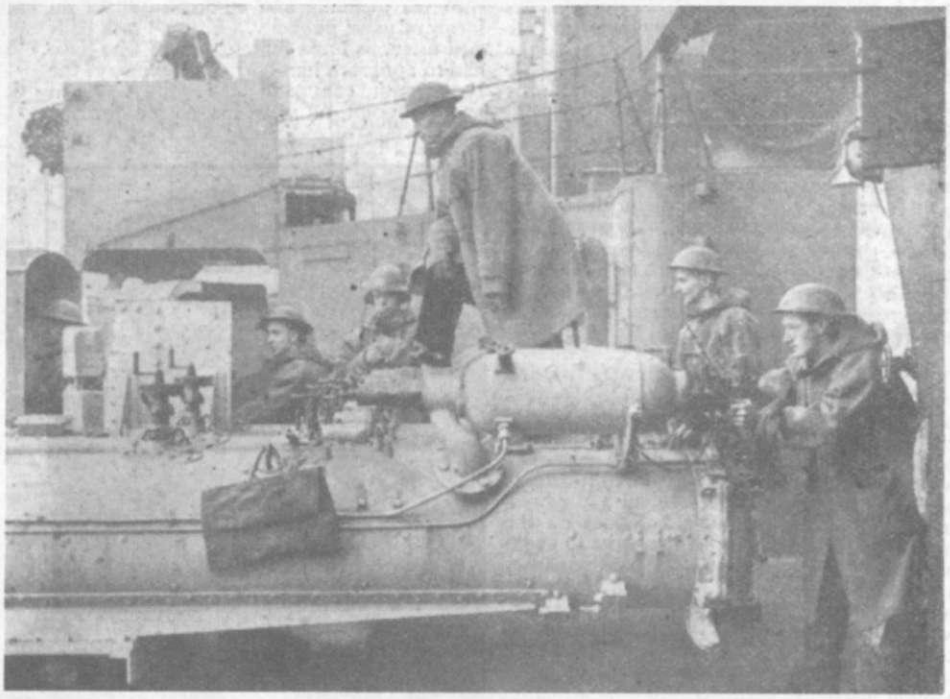
It is not generally realized how many of H.M. ships have thus been made available to our Allies. Apart from certain corvettes and trawlers transferred to the United States Navy last year to aid them in stamping out the U-boat pest on their Atlantic coast, over 40 vessels have hoisted Allied flags.

Besides the Dragon, the Poles have taken over the destroyers Piorun, Slazak, Krakowiak, Kujawiak (since lost), and Garland, and the submarines Sokol and Dzik. The Norwegians have manned the destroyers Eskdale, Glaisdale, Bath (lost), Lincoln and St. Albans, and the corvettes Rose, Acanthus, Eglantine, Montbretia (lost), and Potentilla.

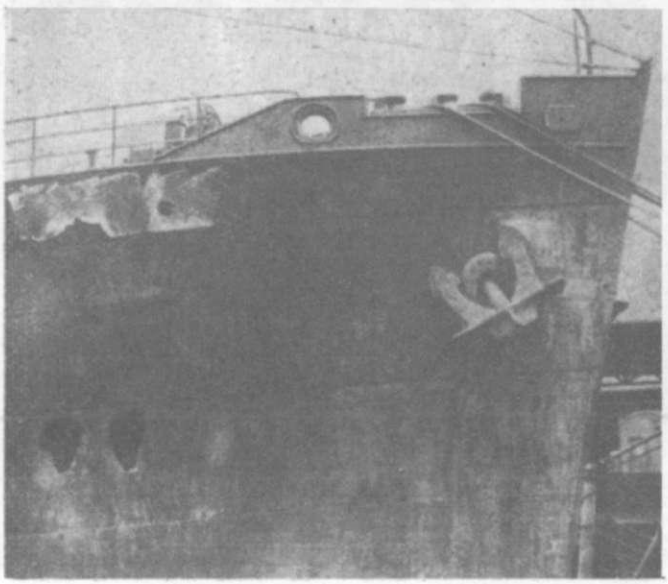
The Dutch recently acquired two large destroyers, the Jan van Galen and Tjerk Hiddes. The Greeks have obtained four destroyers, the Pindos, Adrias, Kanaris, and Miaoulis, and four corvettes, the Apostolis, Kriezis, Sachtouris and Tombazis; they will shortly add to these two more destroyers, the Nearchos and Themistocles. The Fighting French were last month given a destroyer, La Combattante, having previously been possessed of a number of corvettes, including the Commandant d'Estienne d'Orves, La Malouine, Roselys, Alysse, and Mimosa, the last two of which have been sunk. Even the Belgians, whose available personnel is not very numerous, are manning a corvette and an examination vessel. All these ships are operating in close and cordial conjunction with the Royal Navy.

LA COMBATTANTE, recently-launched destroyer of the Fighting French Navy, was built in a British shipyard. Some of her crew are shown aboard their new vessel. Fighting with the Royal Navy are many units manned by our Allies (see accompanying text). Inset, a Polish bosun is seen with his pipe. *Photo, Fighting French Official, L.N.A.*

Scylla and Bengal Sink Two Enemy Ships



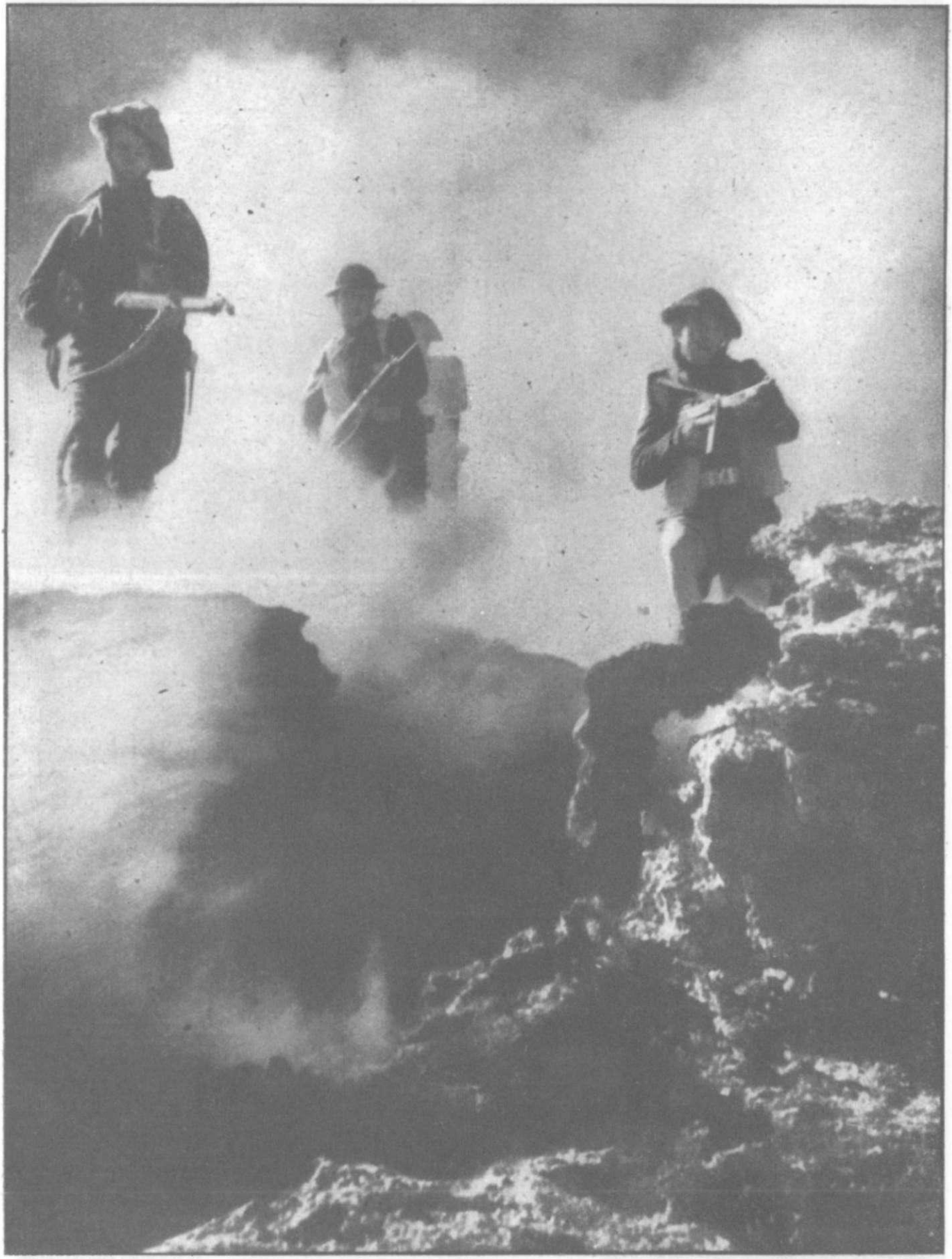
GERMAN BLOCKADE RUNNER, sighted in the Atlantic by an R.A.F. Coastal Command Wellington, was sunk in the Bay of Biscay by H.M.S. Scylla (5,450 tons), it was announced on Jan. 5, 1943. After a 200-mile pursuit the Scylla was within 20 miles of the enemy when a Sunderland aircraft reported the position of the German vessel. The latter fell to the Scylla's guns and torpedoes and subscquently sank. Top, she is seen going down. Above, Capt. MacIntyre, C.B.E., D.S.O., R.N., Scylla's commander. Right, the torpedo crew which sent the enemy ship to the bottom.



NAVAL ACTION IN INDIAN OCEAN. On Nov. 11, 1942 it was announced that H.M.I.S. Bengal, a minesweeper, and Ondina, a Dutch tanker, had engaged two Jap commerce raiders S.W. of Java, destroying the leading enemy ship. Left, two shells pierced the tanker's bow and exploded inside. Above, canvas sign attached to gun-barrel aboard the tanker shows victory record. (The aircraft were on the raider.)

Photos, British Official: Central Press, Sport & General

Through the Smoke of Battle Surge the Anzacs



NEW ZEALANDERS under the command of the famous V.C. General Freyberg, charge across broken, rocky ground, through dust and smoke, as they make a surprise attack on enemy positions at Nofilia, 90 miles W. of El Agheila, about ten days before Christmas. An outflanking movement carried out by the New Zealanders at Wadi Matratin accelerated the already speedy retreat of the Afrika Korps in the direction of Tripoli; Nofilia was abandoned by the enemy by Dec. 19, 1942.

Photo, British Official: Crown Copyright

Russia's Cruel Winter Grips Retreating Nazis

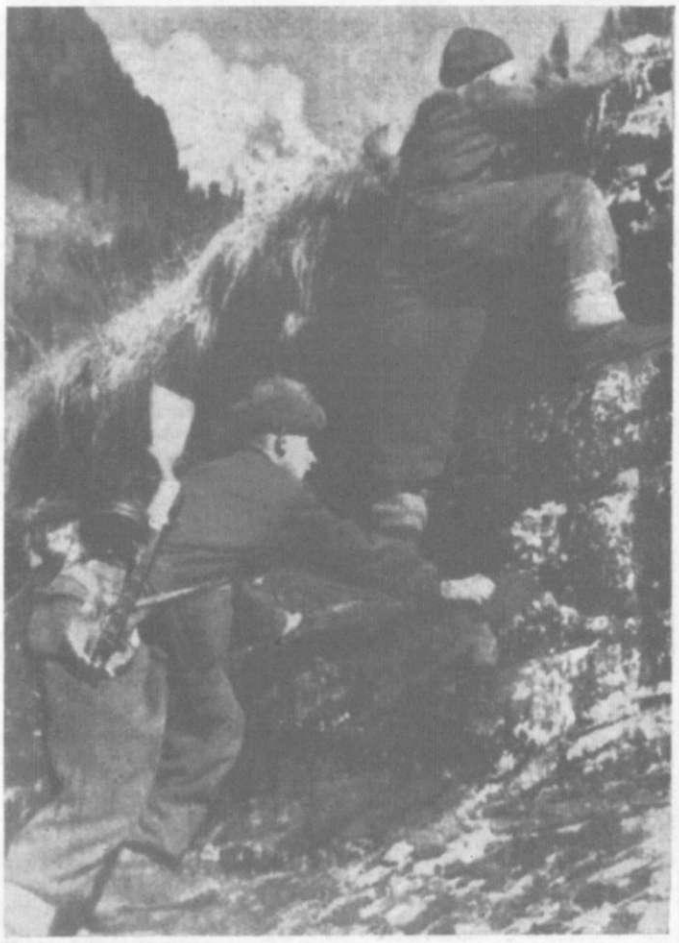
Left, German soldier, ill-clad against the cold, warms himself at an improvised stove. Above, enemy field-gun crew take a hasty meal amid the snow during their retreat.

RETREAT ACROSS THE STEPPES. Intense cold and heavy snowstorms made the "return journey" extremely hazardous for Hitler's poorly shod troops on the Don front. Loss of vital bases, severance of communications and supplies, rendered their plight an unenviable one. The Fuehrer's boast that the winter of 1942-43 would see his armies splendidly equipped against the elements proved to be as false as have so many of his announcements. Left, sheltering from the icy wind, German troops huddle behind a snowdrift. Above, terrible plight of a German prisoner brought in by Russian scouts. Ice has formed on his eyebrows, and the moisture from his breath has frozen into a thick coating of ice on the scarf, worn as protection against the cold.

Photos, Associated Press, Keystone, Planet News

Neither Cold Nor Nazis Stay the Red Army

COLD FEET are greatly troubling Hitler's troops in Russia. A captured pair of ersatz overboots are here much amusing Soviet tank personnel of whose own practical footwear they are a poor copy.



ARTILLERY OBSERVERS of the Red Army, armed with tommy-guns, are seen above climbing to their post in the mountains of the N. Caucasus. Russian successes assumed ever greater proportions on this front in January 1943, when their forces pushed on from Georgievsk towards Armavir. Left, Soviet mortar team drag their heavy weapon and ammunition on improvised sleighs as they go into action. They are well protected against the cold.

'AEROSLEIGHS' (right), used by the Soviet troops in the winter fighting are wingless planes, bristling with machine-guns, which hurtle over the vast snowfields of the Russian front at a speed of 70 m.p.h. Numbers of these terrifying machines have been employed with good effect in the Don and Donetz regions, the enemy being forced to fall back from many fiercely defended places. Soviet thrusts in the Donetz basin threatened to deprive the enemy of his direct lines of communication with Rostov and Kharkov military district, and on Jan. 16, 1943 it was reported that German forces trapped between the Don and the Volga had been reduced from 200,000 to 78,000.

Photos, U.S.S.R. Official; Planet News

Epic Exploit of the New France in Fezzan

The conquest of the Italian Fezzan by the Fighting French constitutes, said General de Gaulle in a broadcast on January 13, 1943, an exploit which will rank among the finest in French history. "Once more the enemy has seen the French flame of war surge forth, that flame which he believed extinguished by disaster and treason, but which has not for one day ceased to burn . . ."

THEIR advance timed (we may well believe) to coincide with General Montgomery's drive into Tripolitania from the east and with General Anderson's march into Tunisia from the west, Fighting French under General Leclerc moved out from Fort Lamy in the Chad Territory in French Equatorial Africa against the Italian positions lying more than a thousand miles to the north in the deserts of southern Libya.

This General Leclerc—the name is reported to be a *nom de guerre*—has made swift

IN S.W. LIBYA, Fighting French columns striking N. from Fort Lamy, far to the south in the Chad Territory, occupied Italian Fezzan in January 1943. At the same time French troops from Tunisia attacked outposts in the west of the Italian territory. Arrows show the French, Fighting French and British advances.
By courtesy of The Daily Telegraph

strides up the ladder of fame. A soldier of the French regular army, he is still under 40. In the Battle of France he fought as a captain, was wounded, and taken prisoner. Carried to a hospital which had been taken over by the Germans, he managed in spite of his wounds to escape to a neighbouring château owned by some relatives of his. The Germans were in possession, and in one of the salons they were making merry over the contents of the cellar. Leclerc, however, managed to avoid them, and changed from his French uniform into a suit of "civvies." Then he walked through the front door and found a German soldier riding his wife's bicycle, which he asked to be given back. The Nazi handed it over, and Leclerc made off for the coast. Eventually, after an adventurous journey he reached London, where he joined General de Gaulle's forces.

WHEN his wounds were barely healed he was sent—now a major—by General de Gaulle to the Cameroons to help organize the resistance to the Vichy authorities who were then still in control. Leclerc succeeded; and de Gaulle promoted him to the rank of Lieut.-Colonel and gave him command of the Fighting French forces in the Chad Territory. Ere long he captured the oasis of Kufra, and for this received the French Order of Liberation and the D.S.O. Vichy passed a sentence of death on him *in absentia*, whereupon General de Gaulle made him a colonel.

At the beginning of December 1942 General Leclerc's forces began their march. Writing from Fort Lamy to the Daily Express on Dec. 3, Colin Clair revealed that some of the garrison were already on their way to Tibesti in Libya; from Garoua and Fort Archambault and other military posts in the French Cameroons and Equatorial Africa long convoys were moving northwards. Though their ultimate destination was still an official secret, officers and men (he wrote) were heartened by the knowledge that they were advancing towards the vast North African battlefield, where they could justify their claim to the title of the Fighting French. Hitherto their life had been for the most part one of boredom in a lonely outpost; many of the men had been stationed in the Chad for several years, without news of their wives and families in France—lonely, and a prey to malaria, blackwater, and other fevers and diseases which life in the Saharan climate entails. In peacetime eighteen months was the longest that a soldier had to serve without leave, but many of General Leclerc's men had spent four years in the desert because no relief had been possible.

The Chad troops were the first to rally *en bloc* to General de Gaulle after the armistice in June 1940, and as the months passed they were joined by other officers and men of the French Army who felt they could not serve under Vichy. In the remote outposts they had not been idle. Although little war activity had come their way, save the brilliant long-distance raids against enemy outposts at Murzuk and Kufra (Jan. 11 and Feb. 7, 1941, respectively), the *Tchadiens* had trained large numbers of African troops in modern war.

NOW the contingents were pushing northwards across the desolate, burning desert in which there were no roads but only caravan tracks used from time immemorial by the Arab slave traders. For the first 300 miles north of Fort Lamy the march lay through a country of high plateaux and tall grass, country which affords good grazing for cattle and is reasonably well watered. But after passing through Sahel the columns entered the Tibesti area, a vast expanse of stony, sandy waste, in which the sand is so fine and soft that lorries often sink axle deep. Here their supplies had to be most carefully husbanded, since they were advancing ever farther into a desert where there was neither food nor water. The nearest oasis was at Murzuk, some five hundred miles across the frontier in Tripolitania.

GEN. LECLERC, who is in command of the Fighting French forces invading Libya from the Chad, is here seen decorating a French N.C.O. Murzuk, capital of the Fezzan, was reported on Jan. 12 to have been occupied by his troops. *Photo, Keystone*

ON the last day of 1942 General Leclerc reported that his motorized forces were advancing in the southern Fezzan, while the Bretagne squadron of bomber-reconnaissance planes had attacked the Italian aerodrome of Sebha, north-east of Murzuk, destroying a number of enemy planes; from this it was apparent that the invaders were outflanking Murzuk, with a view to cutting off stragglers. On the next day came the news that advanced elements of the Fighting French had encountered and put to flight an enemy motorized column; Fighting French bombers had again attacked the Italians in Murzuk and the neighbourhood. Then came the news that Oum-el-Araneb, main Axis outpost in Fezzan, 65 miles east of Murzuk, had been attacked by land and air by a column of *Tirailleurs Senegalais du Tchad* under the command of Colonel Ingold, and after a three days' struggle taken by storm, some 100 prisoners and much booty being captured.

Following these successes, a flying column of *Meharistes* (French Camel Corps, mounted not on camels but on motor-trucks) detached themselves from the main body of Leclerc's forces and swooped on the Axis outpost of El Gatrun, south-east of Murzuk. Covering a great distance at record speed, a Tibesti Mehariste detachment, under the command of Captain Sarazac, stormed the post, capturing 177 officers and much war material. In the same communiqué it was reported that the Bretagne squadron had razed to the ground the hangars and workshops at Sebha.

By Jan. 9, 1943 General Leclerc was able to report that the enemy's retreat was becoming a rout. Fighting French advanced elements had taken Brach, one of the most vital cross-roads in the Sahara, some 200 miles north of Murzuk, and Murzuk itself was reported to be encircled. Leclerc's supply problem was considerably eased by these captures, since Oum-el-Araneb and the rest afforded him advanced bases for his air arm, petrol dumps and water wells.

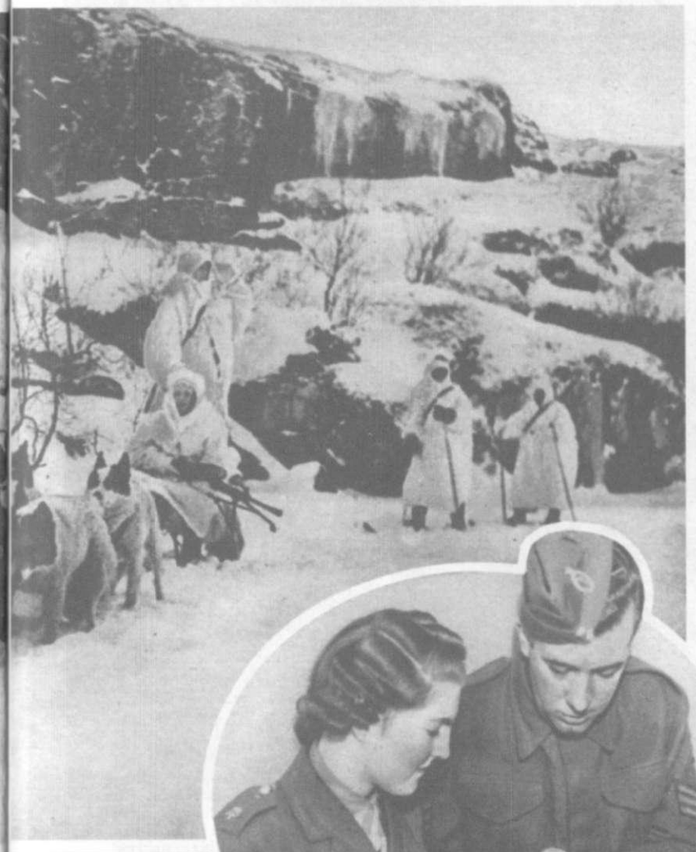
THE remaining enemy resistance was soon overcome. On Jan. 12 news was received from General Leclerc that Colonel Ingold's troops had occupied Murzuk and Sebha, in both cases capturing almost the entire garrison. A force of 110 attempted to escape to Ghadames, near Tunisia's southern tip, but they had gone only some 20 miles across the desert when, pursued by a single Glenn Martin aircraft, they vigorously waved a motley collection of white flags. A handful pressed on, but they too were herded up by the Glenn Martin and ushered back to where the Fighting French armoured cars were waiting to escort them back to Murzuk.

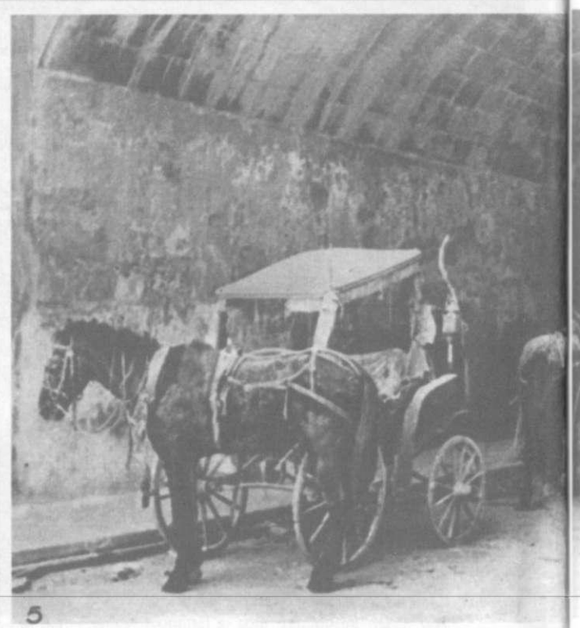
"The conquest of the Fezzan is now achieved," claimed General Leclerc. Thus within little more than six weeks the Fighting French had made their way from Fort Lamy in Chad to within two hundred miles or so from the Allies in North Africa, a distance altogether of about 2,000 miles. From three sides Rommel's sole remaining base was definitely threatened—by Montgomery, by Anderson and by Leclerc. By the middle of January the semicircle was closed; Leclerc was in touch with both flanks and Col. Ingold had reported to General Montgomery.

Photos, Planet News, Sport & General

Salute to the Animals in the War

Although this war is the most mechanized that history recalls, it is only too true that a host of unoffending animals has become involved in Homo Sapiens' bloody quarrel. Chief amongst them, of course, is the horse, which in spite of armoured " cavalry " plays a great role on the battlefield and behind it. Top, Russian scouts on the Middle Don front. Below, Germans employing a horse team to drag one of their cars through the Russian mire.





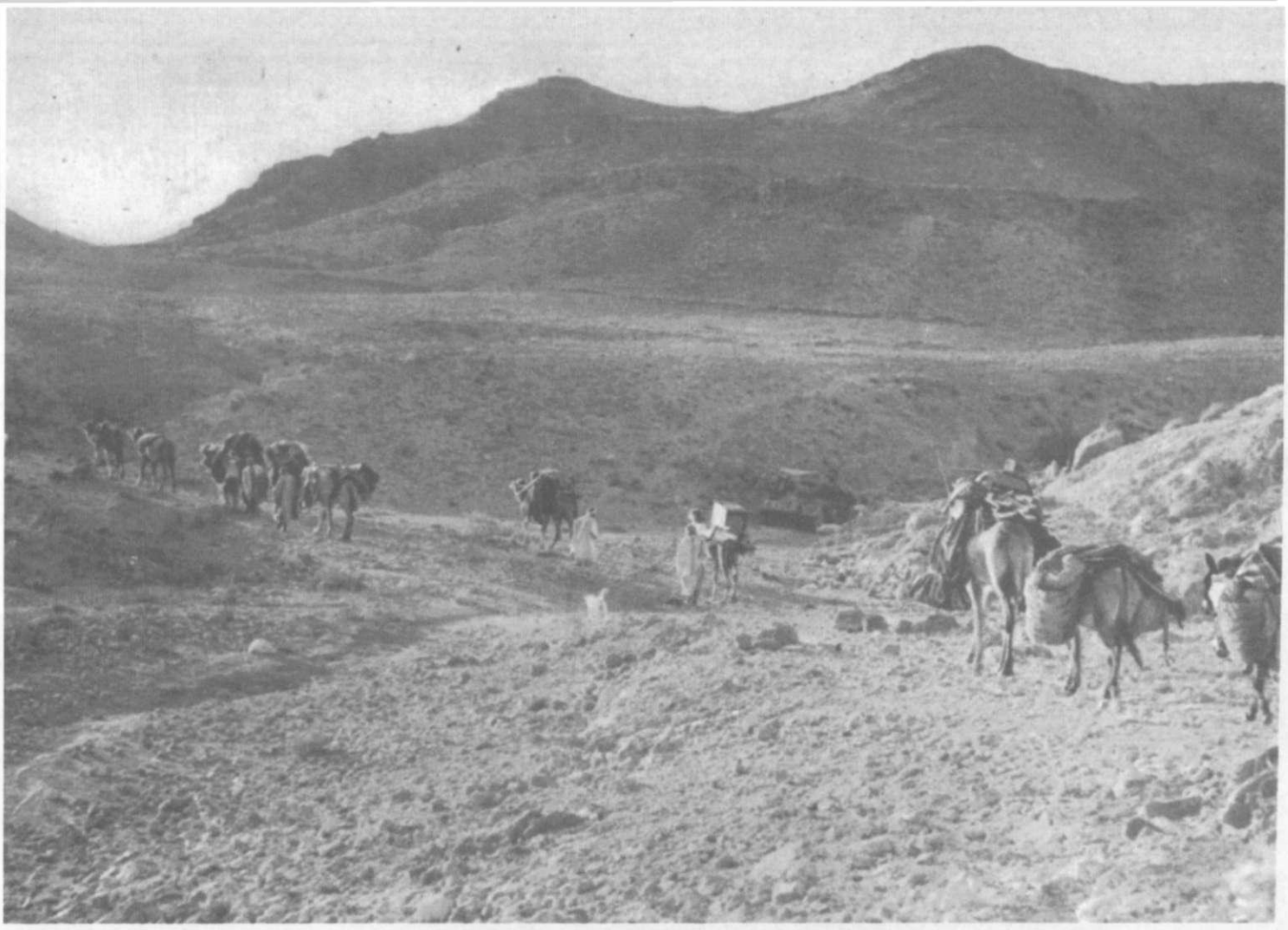
Man and Bird and Beast Together . . .

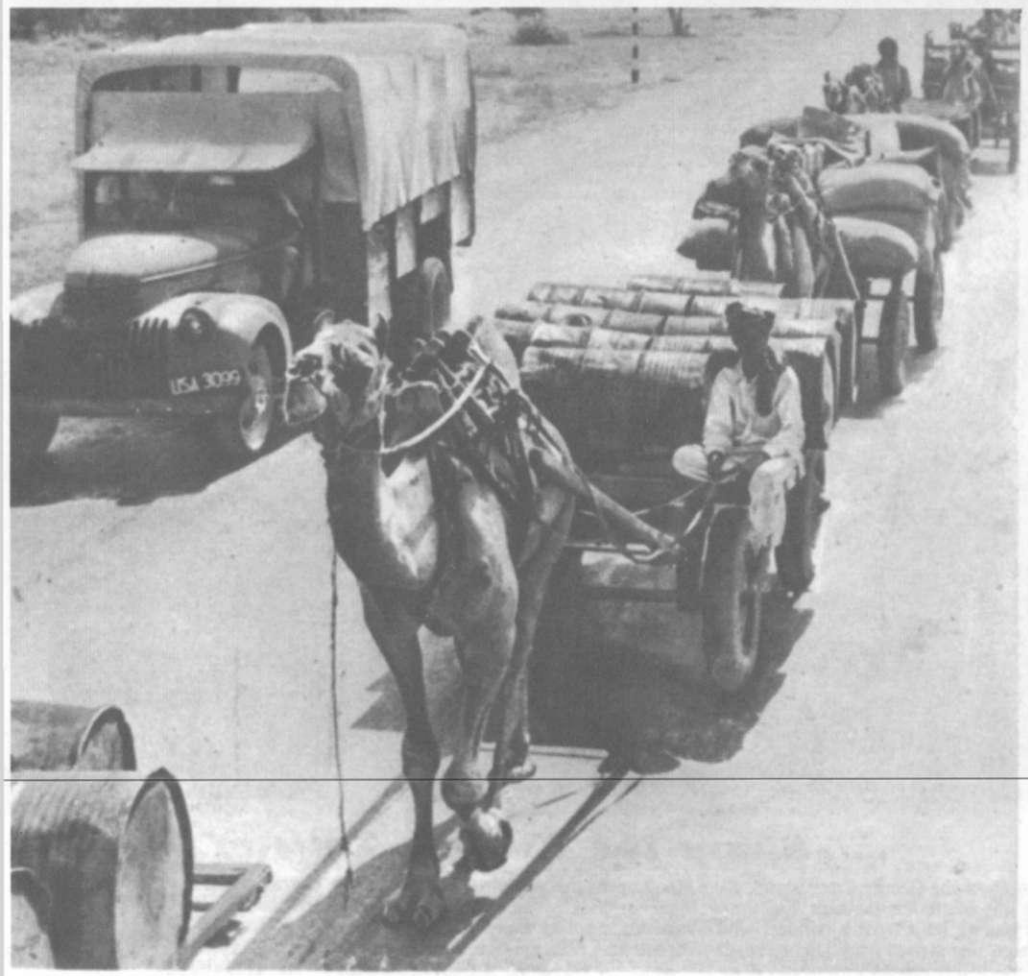
From riding the whirlwind—and how it can blow in the Atlantic in mid-winter!—R.A.F. pilots in Iceland enjoy a "spot" of pony-riding (1). Another wintry scene (2) is of a Red Army patrol in their dog-drawn sleigh. Amusing indeed is this photograph (3) of an American Army corporal finishing well in front of the field in a donkey race in Tunisia. Then in (4) Russian scouts are setting out with the dogs which serve not only as faithful companions but as swift carriers of a message.

Photos, British Official; Crown Copyright; Planet News, Associated Press, Central Press

. . . Share the Endless Toils of War

Malta's ponies, the beasts of burden of the George Cross island, have stood up to the persistent bombing with characteristic imperturbability: here are some (5) sheltering beneath the Porto Reale in Valetta during an air raid. A Russian A.A. battery on the Murmansk front has for its mascot a reindeer which makes a morning round of the guns (6). And here (7) is Beachcomber, one of two pigeons dispatched from Dieppe beach with the first message of the landing on August 19, 1942.





Still in the Martial Train!

In the days of old of which the Bible tells and whose life is sculptured on the walls of the Egyptian tombs, camels and asses were the means of transport most valued alike by the patriarchal chieftain and the all-conquering pharaoh. And all down the ages these humble, patiently-plodding beasts have continued in their career of usefulness. Thus today, as the photograph above shows, through the dry and dusty heart of Tunisia heavily-laden camels and donkeys take provisions and ammunition to the Allied troops about to attack down a mountain pass; while on the left we see camels harnessed to the supply-drays of American troops who have arrived in India. But what would Abraham or Rameses have made of the motor-trucks whose drivers, we may well imagine, are luridly critical of the slow-moving creatures taking up so much of the road?

Photos, Associated Press, Pictorial Press

UNDER THE SWASTIKA

Nazis Scour the Continent for Factory Slaves

In another of his studies in the social and economic aspects of the Hitler regime in Germany and the German-occupied countries, PAUL TABORI writes here of the efforts to obtain workers for the Nazi factories. Cannon-fodder or factory-fodder—these are the grim alternatives Hitler offers to Europe's unhappy millions.

NAZI Germany has evolved the most gigantic system of plunder ever known in history. She is systematically and rapidly depriving the countries under her sway of raw materials, food, and armaments. But her most strenuous efforts go towards the kidnapping of millions of men and women. It is the greatest and most fatal weakness of the Third Reich, her Achilles heel, and it may prove in the end her doom, that her industries cannot keep up with the demands of the armed forces.

Today, according to an official estimate, there are (including prisoners of war) six million foreign workers in Germany and this means that every fourth worker in Hitler's Hell is a non-German. The other day it was pointed out that this represents the biggest "sixth column" on the side of freedom which we have ever known. Yet the six million men and women are still insufficient. The shortage is in skilled workers, and it is growing daily. This desperate situation explains why Hungarian factories are closing down, why Laval is involved in a sordid bargaining over French workmen and French prisoners of war why Denmark has been presented with an economic ultimatum, why the Reich has adopted a more conciliatory attitude towards Polish, Czech, and Serbian skilled labour. The whole of Europe has been turned into one gigantic slave market in which Germany is the only buyer.

YET the foreign workers represent a constant danger and worry. In Graz, for instance, the Police President announced recently that all foreign women workers must be housed in camps instead of hotels, boarding-houses, and inns. New arrivals are allowed to stay in such places only forty-eight hours, and if someone does not register his or her foreign lodgers, the punishment is a large fine and three months' imprisonment. Germany is afraid that these foreign women will "contaminate" the "sturdy Germanic spirit" which her own workers seem to lack more and more.

Laval declared proudly some weeks ago that the so-called Sauckel decrees which conscripted skilled workers all over Europe would not apply to France at all. But a few days later the Vichy Government was forced to announce that this concession was only a temporary one. By Oct. 15, 1942 some 150,000 skilled French workers should have left for Germany or at least signed their enlistment, but by the middle of September only 12,000 "specialists" had gone. In October, however, "recruiting" was intensified, and just before Christmas the Nazis claimed that 115,000 French specialists had gone to Germany. France has taken stringent measures to keep her "specialists" easily available for forcible deportation to Germany—last September they were warned by a proclamation of the French Secretary of State for Labour that they may not change their place of work without "explicit and correct authority"—so that they can be seized and sent abroad whenever Laval has to offer a new sacrifice to the German Moloch.

Shortage of skilled workers is spreading everywhere. In Bulgaria, for instance, there is a great lack of well-trained technicians, and though four training schools have been opened at Sofia, Bitolj, Xanthi and Varna, it will be a long time before these produce sufficient graduates. Holland, though she is practically denuded of vital workers, must also contribute to Germany's immediate war effort. Dr. Boening, of the Social Management Department of the Reichskommissariat, made an announcement which was cynically frank: thirty thousand metal workers must be transferred to Germany within the next three months. "It is necessary for Germany to make use of the skilled workers from Dutch factories," Dr. Boening declared, "and of those who can be trained in Germany . . . It cannot be denied that for the most part Dutch workers have not yet reached the German level of efficiency and therefore we must make greater use of the so-called compulsory labour regulation." This regulation means, among other things, that all Dutchmen born after Sept. 30, 1924, can be transported to Germany or German-occupied countries and used as it pleases the conqueror.

NATURALLY, Germany is making use of skilled technicians within the occupied countries. And this use means a total disruption of social and labour legislation. Vichy, for instance, has tried to combat unemployment by a reduction of working hours; but the 48-hour week was suspended in the metal industry of Unoccupied France, as well as in the factories engaged in machine construction, the fine mechanical industry and the railway repair shops. Overtime is paid at ten per cent above the normal rate—a ridiculously low wage. A Swiss newspaper described a recent health inspection in French factories which showed that "a large proportion of the workers, owing to under-nourishment, are incapable or barely capable of supporting a slack rhythm of work, and any measures not taking account of this situation arouse serious doubts." Naturally, Germany is little concerned with the well-being of her slaves, and keeps them steadily at starvation level.

NO wonder that there are constant attempts to escape this slavery. A Ghent newspaper published recently a leading article describing a visit to the Labour Exchange. The quisling journalist expressed great indignation because the skilled workers recruited for Germany "cannot be found" when the time comes for their transfer to the Reich, "thereby endangering the good relations between the Fuehrer and Belgium." Many of these workers escape to France, where they manage to hide at least for some time from the Gestapo and Sauckel's recruiting minions. The Germans seem to have the same trouble in Norway, where they are openly complaining that Norwegian technicians employed on fortification works fail to return after their leave has expired. More than two hundred have recently been sent to a concentration camp for this offence, and "much sharper measures are threatened."

From Holland come reports of widespread sabotage in industry, in which foremen collaborate with skilled workers. The output of the Dutch mines has sunk to 40 per cent of the pre-war standard in consequence of this sabotage. Miners "have refused to do any Sunday work. They mix stones with the coal, and regard that as both sabotage and wage adjustment."

Italy is even worse off in the matter of skilled workers than Germany. Workers are being removed from one province to another to act as stop-gaps if production is threatened with a complete breakdown. Even soldiers on leave are pressed into industrial work; women and children are employed in ever-growing numbers.

FRENCH YOUTH FOR THE REICH. In July, 1942 5,000 out of 1,400,000 French prisoners of war in Germany were released in exchange for workers from France. These two young Frenchmen are here seen registering to work for Hitler's war machine. The poster declares: "Young men help to free your elders." *Photo, Associated Press*

Within Germany the lot of both foreign and native workers is not at all enviable. The German worker has to pay thirteen different kinds of taxes—including the "voluntary contributions." His wages are severely controlled; and while the purchasing power of money has been greatly lowered, there are fewer and fewer things to buy.

LONG hours, small wages, complete lack of freedom—these characterize the life of the German and foreign skilled worker in Hitler's Europe. Not even his private life is safe from strict regimentation. The other day the Wuppertal Labour Court sentenced a woman worker to three years in prison—because, while the Fuehrer's latest speech was being broadcast, she went on reading a love story! "This is such a serious crime," the court said, "that the worker could not be tolerated in our community. The decisive factor is not a breach of the 'peace of labour' but the lack of respect towards the Fuehrer. Considering that she is forty, she should have known how irreverent it was to read a cheap story on such an occasion."

Poor woman, she sought refuge from the Fuehrer's spate of eloquence in a love story. She was punished, and the Fuehrer goes on ranting while German workers toil like slaves.

America's Hundred Billion Dollar Budget

In the U.S.A. the opening weeks of 1943 were marked by two presidential utterances which not only gave a vivid picture of the immense strides taken by the Republic along the road to Total War, but presaged even greater steps to be made in the immediate future. From these speeches of President Roosevelt it is clear that Uncle Sam is indeed taking off his coat.

No prophet of smooth things did President Roosevelt reveal himself in his Message on the State of the Union and his War Budget Message to the new Congress ; yet, as old Isaiah would have put it, the things he spoke of were the *right* things.

"This 78th Congress," he said in his Message of January 7, "assembles at one of the great moments in the history of this nation. The past year was perhaps the most crucial for modern civilization. The coming year will be filled with violent conflict—yet with high promise of better things." In brief sentences, closely packed paragraphs, he spoke of the great events of the year that had gone : of Russia's magnificent defence, of Japanese advances, of Britain's counter-attacks in Libya, of China's heroic contribution. America pays tribute, he went on, to the fighting men of all the United Nations, to the fighting leaders of America's allies ; he revealed something of the magnitude and diversity of America's own military activities. "As I speak to you, approximately one and a half million soldiers, sailors, marines and flyers are in service outside continental limits all through the world."

U.S. TANK OUTPUT is being greatly accelerated by Ford mass-production methods now used to produce 32-ton M4 medium tanks. This photo shows workmen putting finishing touches to tanks as the machines roll off the assembly lines.

WHERE will the next blow fall, when are the United Nations going to strike in Europe, and where ? The President refrained from prophecy, but this he could and did say : "We are going to strike, and strike hard . . . We believe that the Nazis and the Fascists have asked for it, and they're going to get it. . . ."

Progress in the field depends upon progress on the production front, and on the whole Mr. Roosevelt seemed to be satisfied with what had been achieved.

In 1942 they had produced 48,000 military planes—more than the production of Germany, Italy, and Japan put together ; in last December alone 5,500 military planes had been turned out, and the rate of production was still rising. In 1942 they had produced 56,000 combat vehicles, 670,000 machine-guns, 21,000 anti-tank guns, ten and a quarter billion rounds of small-arms ammunition, 181,000,000 rounds of artillery ammunition . . . "I think the arsenal of Democracy," commented the President, "is making good." And while this "miracle of production" was in process of achievement, the American armed forces had grown from two millions to over seven millions, and the American farmer had raised the greatest amount of food ever made available in a single year of the country's history.

Of course, there had been dislocation, inconvenience, even some hardship ; there had been mistakes, too many forms and questionnaires. But they would learn from their mistakes, improve by their experience. 1943 would not be an easy year for them on the home front : in many ways they would feel in their daily life the sharp pinch of total war. But—to quote one or two of the President's most forthright sayings—"We do not intend to leave things so lax that loopholes will be left for traitors or chisellers or for the manipulators of the black market," and "fortunately there are only a few Americans who put appetite above patriotism."

For the rest, the President was concerned with the "State of the Union" *after* the war ; and here he took the wind out of the sails of those of his critics (particularly the Republicans in Congress who had recently won their seats and felt that they had a mandate to be independently critical) who had anticipated that we would "out-Beveridge Beveridge" in his plans for the post-war world. He submitted no detailed set of blueprints of the America that is to be when the war is won, but contented himself by repeating those broad generalizations drawn from his liberal philosophy which almost all Americans have approved as they have fallen from his lips, and which there is every reason to believe they still approve.

FOUR days later the President presented his war budget message to Congress, what he described as "a maximum programme for waging war." America was waging total war, he said, because her very existence is threatened. "Total war is a grim reality. It means the dedication of our lives and services with a single objective—victory . . . In total war we are all soldiers, whether in uniform, overalls, or shirt sleeves."

Just before Pearl Harbour, America's monthly expenditure for war purposes amounted to $2,000,000,000, a figure which may be easier to grasp if we refer to it as two billions, since an American billion is a thousand millions. (An English billion, by the way, is a million million.) At the beginning of 1943 it exceeded six billions a month and during the coming fiscal year it will average more than eight billion dollars a month—say, a hundred billions a year (at $4 = £ ; £25 thousand million).

This enormous expenditure is bound to have the most serious effects on American ways of life. It involves the total mobilization of all America's men and women, all America's equipment and materials. During 1943 approximately 6,000,000 people will be needed above present requirements for the armed Services and war production.

Production of less-needed commodities must be reduced, while the production of commodities for war and essential civilian use must be increased. "That may hurt our taste, but not our health."

During the coming year American civilians may expect to be able to purchase about 500 dollars' (£125) worth of goods and services ; this represents an average of nearly 25 per cent below the record level of 1941.

"Total war demands the simplification of American life. By giving up what we do not need all of us will be better able to get what we do need. We must assure each citizen the necessities of life at prices he can pay. By concerted effort to stabilize prices, rents, and wages we have succeeded in keeping the rise in the cost of living within narrow bounds. We will continue those efforts and will succeed."

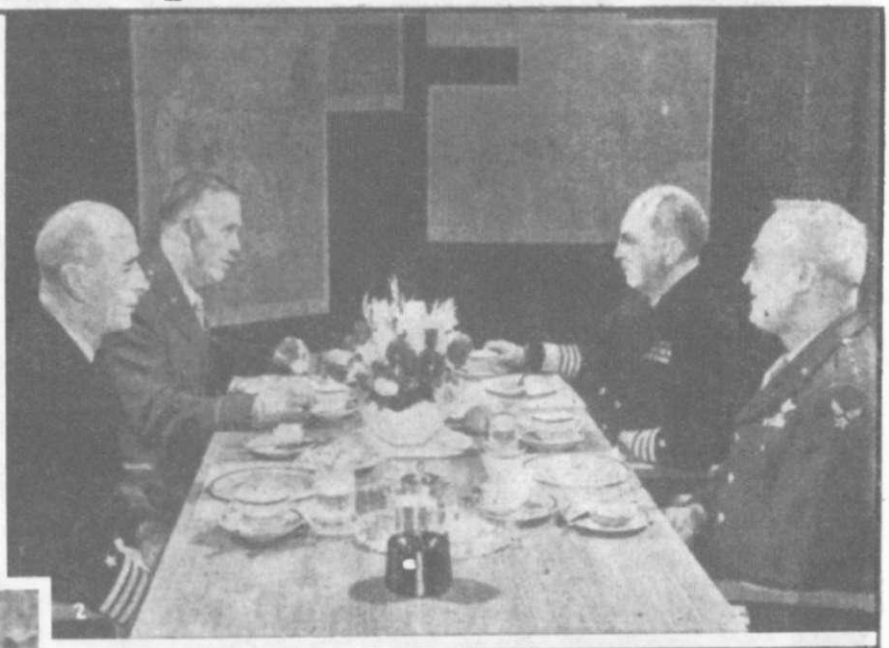
HOW is the vast programme to be financed ? In the first place, by the reduction of non-war expenditure from six and a half billions in 1939 to four billions in 1944. Henceforth 96 cents of every dollar expended by the U.S. Federal Government will be used to pay war costs and interest on the public debt, leaving only 4 cents for all the so-called non-war purposes. An extra sixteen billion dollars is to be collected by taxation or savings, thus enabling the State to meet approximately 50 per cent of the coming year's war expenditure.

In brief, in the current twelve months to next June, United States war expenditure will be 77 billion dollars ; in the succeeding twelve months it will be around a hundred billion dollars. The figures are so huge as to seem, as Mr. Roosevelt says, fantastic. Yet it may be doubted whether with an expenditure of 100 billion dollars the United States will be devoting any larger proportion of its resources to the prosecution of the war than this country or Canada.

As Mr. Oscar Hobson has pointed out in The News Chronicle the cost of certain manufactured war products in America is in dollars much higher than four times their cost in pounds here. (It should be explained that for purposes of comparison the pound is now usually taken as four dollars). It is known that the ratio of wages of workers doing comparable work is nearer $8 = £ than $4 = £. Again, the American private soldier gets something over 8s. a day against the British Tommy's 3s., giving an equivalent rate of exchange of $10 or $11 = £.

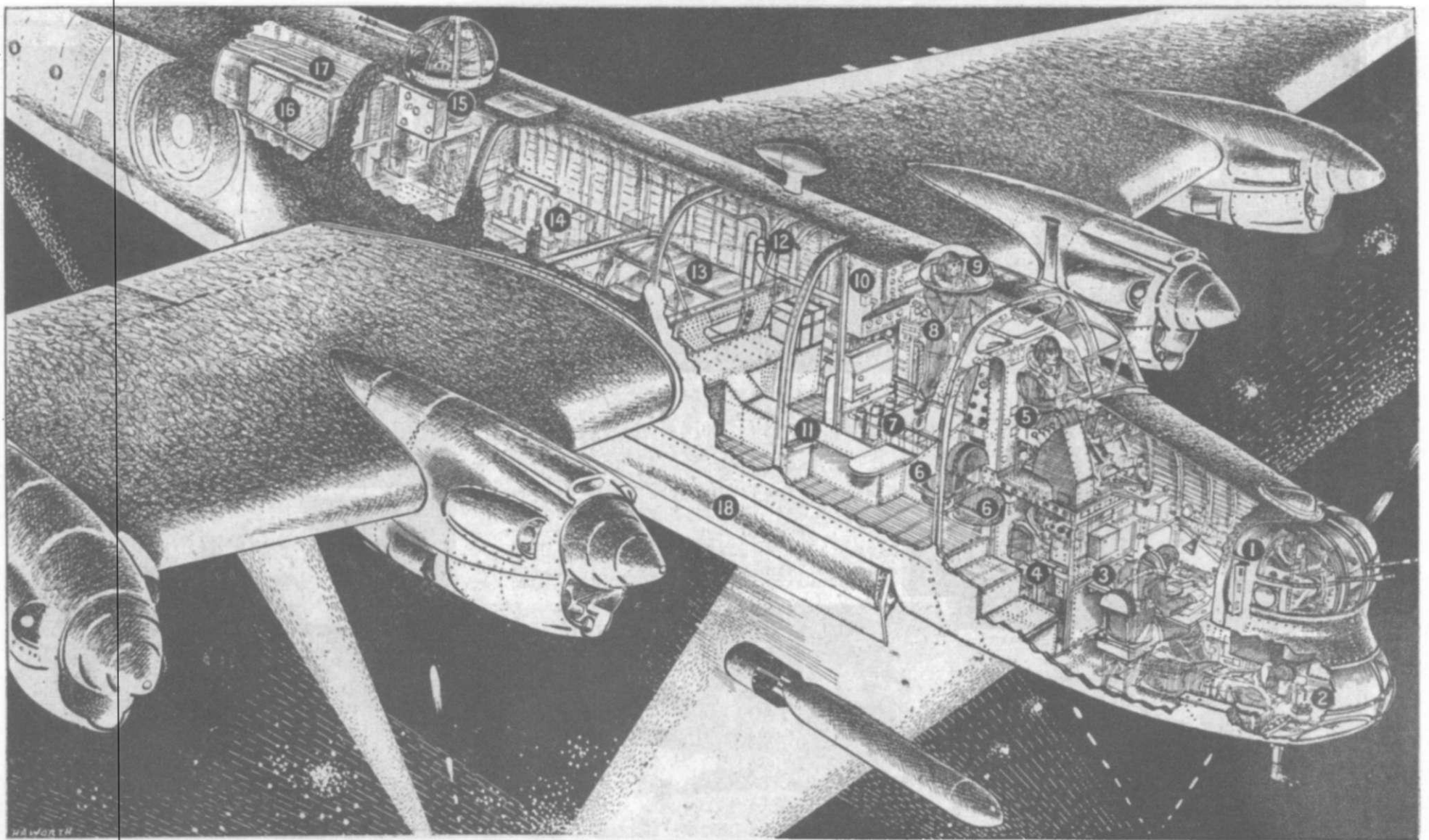
Without attempting to minimize America's effort in the least, concludes Mr. Hobson, it would be a more accurate measure to take the dollar at about six to the pound, and to say that America's 1943-4 war expenditure will be not £25,000 millions, or five times ours, but £15,000 millions, or three times ours. The population of the U.S.A. it may be noted is about 132 millions, as compared with Great Britain's 48 millions.

Uncle Sam Rolls Up His Sleeves for War



AMERICA'S TOTAL WAR. 1, Members of a Los Angeles unit of the Women's Ambulance Defence Corps replace men on a Californian ranch, where thousands of tomatoes have to be picked. 2, Luncheon in the Combined Chiefs of Staff building at Washington. Left to right: Adm. E. J. King, C.-in-C. U.S. Fleet; Gen. G. C. Marshall, C.-in-C. U.S. Army; Adm. W. D. Leahy, Chief of Staff to Pres. Roosevelt; Lt.-Gen. H. H. Arnold, commanding U.S. Army Air Force. 3, On Nov. 22, 1942, at Kluane Lake, Yukon, members of the Canadian Cabinet cut the tape on the Alcan Highway—the 1,671-mile-long road linking Alaska across Canada with the U.S.A. (see pp. 331-333 of this volume). 4, Synthetic rubber ready for shipment in paper drums. Each drum holds 200 pounds. 5, Troops demonstrate how to remove ice from a tank tread at the Arctic testing laboratory at a U.S. Army post. 6, Workers of a U.S. rubber company fasten bolts in a metal case designed to hold the self-sealing tank of a dive-bomber.

Photos, New York Times Photos, Associated Press, Keystone, Sport & General, Pictorial Press



HANDLEY-PAGE HALIFAX four-engined bombers have played an outstandingly successful part in our bomber offensive against the enemy. Here one of these powerful machines is shown making its attack. The great aircraft is flying straight and true on the "run-up" to the target; and, crouched on his padded cushion, the bomb-aimer (2) watches the target below come into his sights. Then he presses the switch in his right hand, thus releasing the huge bomb; which particular part of the enormous load of bombs to be released is first selected on a switch panel seen at his right hand. The large bomb doors (18) have already been opened.

Sitting tensely at the controls, the pilot and captain of the aircraft (5) has followed the bomb-aimer's directions until the bombs have been "got away." As the bomb crashes on to the target it is automatically photographed.

The navigator (3), whose daring skill has enabled the plane to reach the target area, is seated at his desk, preparing to give the pilot a bearing for the journey home. Near by is the wireless operator (4). The engineer (8) is using the astral-dome (9) to spot for night fighters. It is his job to control—at the direction of the pilot—the functions of the four 1,175 h.p. Merlin engines. This he does by means of his instrument panel (10), which actuates the covered-in controls to the engines (11).

The front twin-gun turret (1) and the mid-upper turret (15) are shown, as is the method of supplying ammunition from the magazines (16) to the rear four-gun turret by means of tracks (17), down which the ammunition is hydraulically fed. In this manner a greater weight can be carried because the balance of the aircraft is not upset. Fuel tanks are situated in the wings, while the heating system (12) is operated by hot air from the engines. Folding seats for the second pilot and engineer and bunks for the crew are seen at (6) and (13), while oxygen bottles (7) and a supply of flares (14) are also shown.

Specially drawn for THE WAR ILLUSTRATED *by Haworth*

THE WAR IN THE AIR

by Capt. Norman Macmillan, M.C., A.F.C.

IN most sectors of the global war areas attack is now the keynote of United Nations policy.

The Ruhr industrial district was bombed eight times by aircraft of Bomber Command during the nights following January 3, 4, 7, 8, 9, 11, 12, and 13, 1943. Bombs weighing up to 4,000 lb. were dropped during these raids. In the last raid more than 100 tons of high-explosive and incendiary bombs were dropped in 12 minutes by four-engined bombers which got through in spite of violent anti-aircraft gunfire. Seventeen bombers were lost in these raids.

Essen was the principal target—the main centre of Krupps armament firm, which produces more of Germany's heavy naval, coastal defence, and mobile railway guns than any other concern. With Germany known to be increasing her coastal defences as rapidly as possible in fear of a United Nations' assault upon Europe, Krupps is a desirable strategic target for R.A.F. bombers from the British point of view.

The Germans tried to defend Essen with night-fighters in addition to anti-aircraft gunfire. Shots were exchanged between British and German aircraft, but there were few serious encounters. One Lancaster captain reported after the fifth raid: "Our aircraft were still bombing when I left, and fires were springing up all over the target. I could still see the glare when I was a hundred miles away." During the sixth raid a pilot circling the target area made a steep bank. Suddenly he found his Lancaster upside down. "Apparently I had done a half roll," he reported; "I should hardly have thought it possible in a Lancaster. One engine cut out, but it picked up again once we were straight and level."

A JUNKERS 88 night-fighter attacked a British bomber during the eighth raid. The first warning to the crew of the bomber was the impact of bullets from dead astern. The rear gunner was wounded in the leg. Another burst tore a large hole in the port wing, and released the rubber dinghy, which shot into the air. The dinghy wrapped around the tail of the bomber. The aircraft became uncontrollable and fell 2,000 feet. During its fall the Junkers lost it. The pilot regained control, came home with the hydraulic system out of action, the rudder and elevator damaged, and holes in the fuselage and rear and mid-upper gun turrets.

After eight right punches at Germany's Ruhr in 11 days, Bomber Command suddenly landed a hard left, right on the heart, Berlin, which a strong force bombed on the night of Saturday, January 16. The 1,200 miles' journey was made through and over thick cloud. But there were clear patches over Berlin. High explosive bombs up to 3½-tons weight were dropped and many thousands of incendiaries fell on the city. Large fires were seen. Only one bomber was lost, despite the defence zones of searchlights and severe flak. This the 54th raid on Berlin, was its heaviest. Indeed, many early raids on the German capital were made by a mere handful of bombers, of types unable to load up the weight or sizes of bombs now carried almost every night to some part of Germany.

The 53rd raid took place on November 7, 1941, when Mannheim and Cologne were also raided. Russian bombers raided Berlin during the subsequent interval.

BRITISH bombing policy changed greatly during this interval. The column of single machines, with wide time intervals between each bomber, gave place to the present method of concentrated bombing. The new method does more damage in a briefer time, and so makes it more difficult for A.R.P. personnel to reduce the extent of the damage. Indeed, it has been reported that German A.R.P. personnel keep under shelter during concentrated raids, and emerge to fight the fires when the bombers have gone: a policy adopted to cut down the casualties in trained personnel due to the rain of bombs. The number of bombers simultaneously over the target area confuses the locater crews, whether operating acoustically or by electrical apparatus, and gives additional protection against shellfire and night-fighters, for neither gunners nor fighter pilots can engage more than a few of the bombers.

Renewed Raids on London

The 54th raid on Berlin provoked the Luftwaffe into retaliation against south-east England and London on the following night; the Luftwaffe made two attacks with a considerable time interval between, indicating that the same aircraft may have been used. Ten German bombers were destroyed. During this night the R.A.F. were again over Berlin. Weather favoured defence during the long trip across Germany; there was bright moonlight all the way, no cover from cloud except over the target; 22 bombers were lost from a strong force.

On January 20 about 90 enemy fighters approached the south-east coast of England. Some 25 Me. 109 and FW. 190 fighter-bombers flew inland and fanned out over Kent and Sussex. About six reached the London area. Fifteen enemy aircraft were shot down that day by defending British aircraft of Fighter Command, five by the Hawker Typhoon 400 m.p.h.-plus fighter, which has been in operation since the Dieppe raid. The Typhoon is the world's most heavily armed and armoured fighter. Its Napier-Sabre engine develops about 2,400 h.p.

FLT.-SERGT. R. H. MIDDLETON, R.A.A.F. (No. 149 Sqdn.), was on Jan. 13, 1943 awarded the V.C. for "devotion to duty in the face of overwhelming odds unsurpassed in the annals of the Royal Air Force." He was captain and 1st pilot of a Stirling detailed to attack a Turin factory in Nov., 1942. His plane was hit and though badly wounded, he bravely carried on and brought his aircraft back to British waters, though he died in the attempt.
Photo, British Official: Crown Copyright

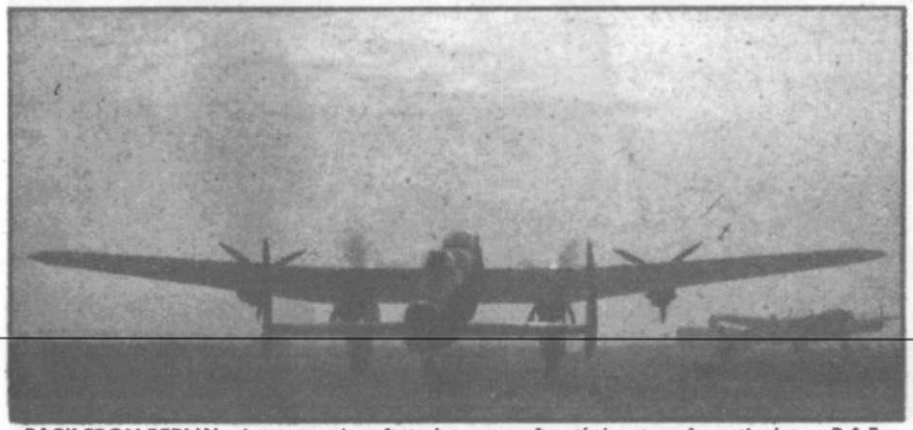
The Russian advance has continued. Presumably air bombardment assisted the capture of Millerovo, important rail town between Rostov and Voronezh. German air losses continue at a high rate. Russia reports latest German aircraft losses as 255 in one week against 133 Russian. The Russians have stormed the aerodrome used by the Germans to supply troops cut off in the Stalingrad area. Its capture will force the Luftwaffe to supply the remainder of the garrison by parachute, a less efficient method than landing air transports.

In the Mediterranean strategic bombing was applied against targets in Sicily, Lampedusa, and Tunisia, and Allied aircraft have been pasting Rommel's fleeing columns. The air arm tore the German supply system to shreds by the bombing of Tripoli, Bizerta, Tunis, and every North African port open to the use of enemy shipping, and ports on the European side of the Mediterranean, too.

STEADY pressure has been maintained against the Japanese in Burma and the Far East. In Burma, British and American fighters and bombers attacked land, sea and river targets everywhere; U.S. bombers sank one ship in a Japanese-escorted convoy far to the south of Rangoon.

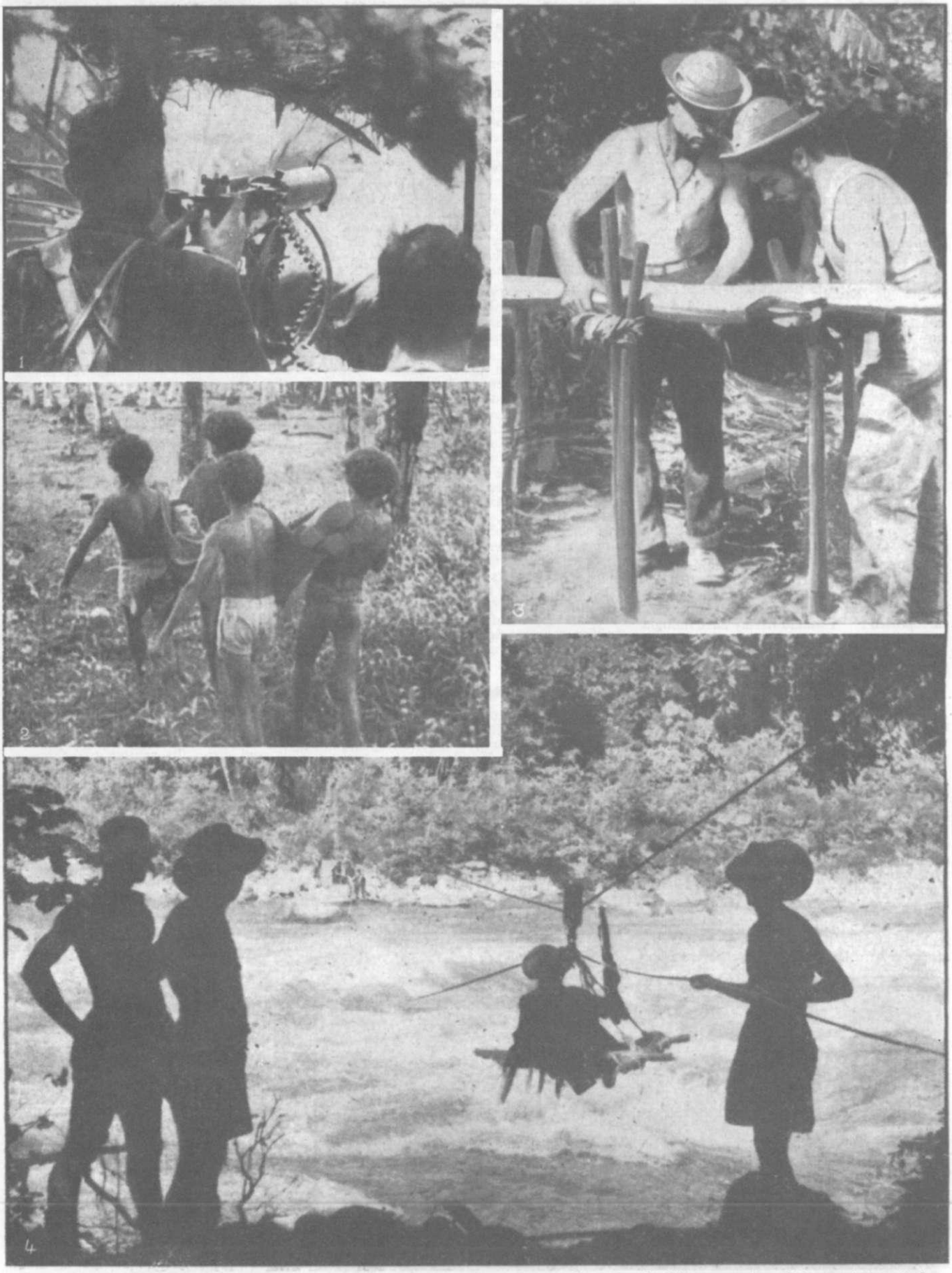
Japanese bases throughout New Guinea were subjected to air attack. U.S. forces are securing their Solomon Islands aerodrome by advancing slowly in Guadalcanal.

The Air Ministry has released photographs of the R.A.F. 2,000-lb. parachute blast bomb, which is dropped by medium and heavy bombers on industrial area targets to secure maximum effect by blast. It should not be confused with the parachute-check bomb which I referred to in page 502 as in use by the Americans in Papua; the latter is an anti-personnel bomb used to attack troops and similar front-line targets, against which our fighter-bombers employ delay-action bombs.



BACK FROM BERLIN. Lancaster aircraft are here seen after their return from the heavy R.A.F. attack on the German capital on Jan. 17, 1943. The previous night also saw a devastating raid on Berlin, and on both occasions a great load of bombs, including 8,000 pounders, was dropped.
Photo, G.P.U.

Allies Reach Last Stage in New Guinea Battle

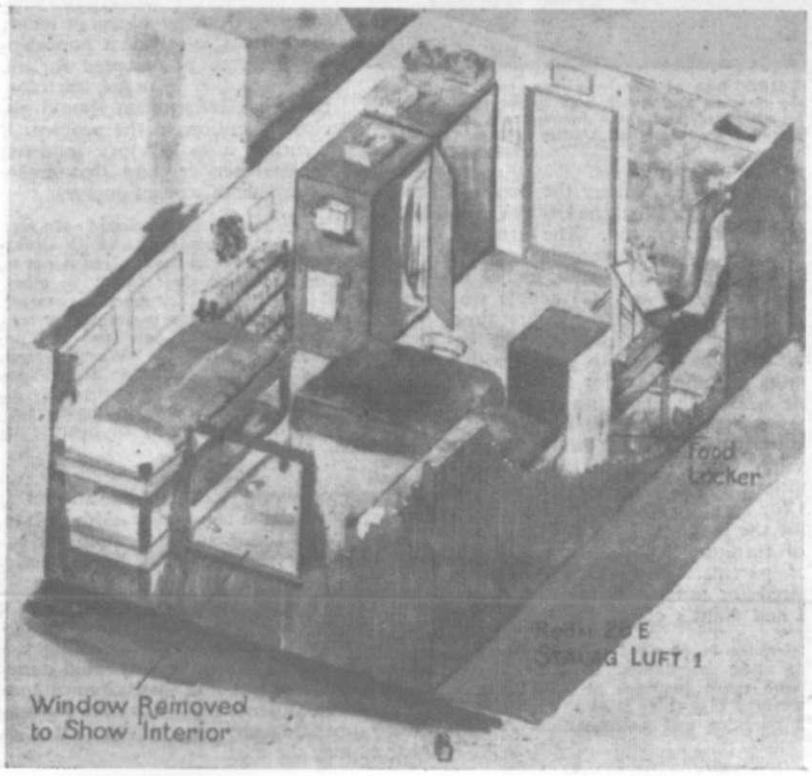


JAPS' LAST STAND IN NEW GUINEA in the Sanananda region was extremely tenacious after the Allied occupation of Buna and Gona during the closing weeks of 1942. 1, Australian machine-gunner; whose post is effectively hidden amid foliage, goes into action. 2, Papuans bringing in a wounded American. 3, U.S. soldiers building an operating-table at a medical post in the Buna area. 4, Australians crossing the Kanusi river by means of "flying foxes."

Photos. News Chronicle, British Newsreels, New York Times, Sport & General

How Our Men Pass the Time in Captivity

BRITISH PRISONERS OF WAR in Germany are housed in camps (see map, Vol. IV, p. 101) which are divided into various categories: Oflags (officer camps), Stalags (for other ranks), Dulags (temporary camps), Luftlags (for airmen), Marlags and Milags (for naval ratings). By international convention prisoners have certain rights which are safeguarded by the International Red Cross Committee at Geneva. The chief of these rights are: food on the same scale as the captor country's backline troops; clothing, underwear and footwear; medical attention; correspondence, parcels of food and reading matter. Right, photo from an enemy source showing British soldiers captured at Dunkirk in 1940 enjoying a circus which they have built at their camp. Below, Xmas card received from an officer camp in 1942.



TO DEFEAT BOREDOM, our men organize exhibitions and games. Above, a boxing contest. Below left, model built from drawings and descriptions contained in letters sent home by British captives, of their living quarters at a camp for airmen prisoners.

"IT is amazing how clever some of the fellows are with such limited resources," wrote a British prisoner of war from Stalag Luft III. In his letter, which was recently received by the British Prisoners of War Relatives' Association, the writer was referring to an arts and crafts exhibition organized by some of his comrades at a camp in Germany. "About ten barracks have been converted into exhibition halls and the general effect is astonishing," wrote another prisoner. "For four hours I wandered round this exhibition, forgetting that I was in a Stalag."

THIS is indeed a bright side to the picture, and it shows that our men are turning their captivity to good account, for prison-life in Germany would be unbearably monotonous without some such organization among the prisoners themselves, deprived as they are of most of the things that make life worth living. Therefore, every effort is made to supply lacking material wants. Parcels containing clothing, reading matter and games of all kinds provide a few of the prisoners' pressing needs. How greatly these are appreciated is shown by thousands of letters and messages from the innumerable camps throughout Germany. Food parcels, which are dispatched at the rate of one per week per man through the Red Cross, are, of course, extremely welcome. Prisoners who are ill are the special care of an Invalid Comforts Section of the Red Cross and receive invalid food and other necessities.

Photos, Planet News, Keystone, Daily Mirror

THE HOME FRONT

by E. Royston Pike

KNOCKERS-UP—or rather the lack of them—caused a strike in the L.M.S. railway yards at Nottingham on January 11. For the benefit of those not acquainted with this species of human fauna, a knocker-up is a man whose job it is to rouse whether by a fierce rat-a-tat on the front door or by a handful of gravel thrown at the bedroom window) those workers who have to report for duty long before it is light. Before last winter there were eight knockers-up in Nottingham who used to call the locomen detailed for duty between midnight and 7.30 a.m. But on November 2 they were withdrawn owing to labour shortage, and the locomen were left to their own devices. Some of them had alarm clocks; others would like to have had them, but found that you cannot get one now for love or money. Still others relied on their wives to wake them . . . But sometimes she "fell down" on the job, and a loco-man, arriving late at the depot, found that his train had gone. He was sent home and lost a day's pay in consequence.

EARLY in January the locomen held a meeting and resolved to strike at midnight on the following Sunday unless knockers-up were provided; and when that midnight came 600 drivers, firemen and guards stopped away from work, and 17 local passenger trains and a number of goods trains did not run . . . During the day negotiations with the L.M.S. and the local Ministry of Labour officials were resumed, and in a few hours a settlement was reached. The knockers-up were put back, men who had lost time through not having been called were to have their payment made up, and there was to be no victimization. The men agreed to provide their own knockers-up for the present, but it was left to the Ministry of Labour to find them permanently.

Alarm clocks would have prevented the locomen from oversleeping, but of alarm clocks the shops are bare. Before the War they used to come in large quantities from the U.S.A. and Switzerland. Now these channels of supplies have been cut off, and English clockmakers are busy making munitions. In London it was reported from one of the big stores that they had a waiting-list for alarm clocks at 55s. each; even at that price a hundred a day could be sold—if they could obtain them.

ANOTHER and more vital necessity of war-time life is the electric torch, and from all parts of the country complaints have come in of the scarcity of batteries. The battery for the convenient pocket-torch is in very short supply, because the Board of Trade has decided that no more cases of this size are to be manufactured (although a limited number of batteries will continue to be made for those torches already in use). But scarcer far are the batteries for cycle lamps. I do not know how many millions of cyclists there are on British roads at the present time (how pleasant it is cycling nowadays even on the great arterial roads which once were death-traps for the humble cyclist!), but to ride a bike after dark without a light is to court trouble.

From various districts there come reports of large-scale prosecutions by the police of workers who have been found going to work or home in the black-out minus a light. To take a case in point, the Swadlincote magistrates were nonplussed when they had brought before them a number of miners from the South Derbyshire coalfields, summoned for cycling to work in the early morning without rear lights. In defence it was urged that it was impossible to buy batteries, and this the police admitted. Coal production would be gravely affected if the men had to walk four miles from their homes to the pits and then another two to the coalface. Neither oil nor acetylene lamps were available, and public transport there was none. All the cases where it was proved a battery was unobtainable were dismissed on payment of costs, and it was stated that Mr. Lloyd George, Minister of Fuel and Power, was trying to speed up the delivery of more batteries.

UTILITY FURNITURE, free of purchase tax, may be bought only by bombed-out citizens and newly-wed or engaged couples. Permits have to be obtained, and these incorporate a "points" system. Here is shown a well-designed Utility kitchen cabinet of stained beech. *Photo, Topical Press*

AT the beginning of January the Board of Trade announced that the Utility Furniture scheme was in operation. The furniture, it was explained, could be supplied only to those obtaining an official permit, and those permits will be issued to: (1) people who are about to set up a home for the first time, provided they have married since the beginning of 1941 or intend to marry within two months of applying for the permit; (2) people who wish to set up a home because they are going to have a child; (3) people who have lost their home through enemy action. Only in special circumstances will exceptions be made, e.g. for the purchase of a bed for a child growing too big for his cot, or for the purchase by a newly-married couple of furniture for a bedroom in the house of parents. Permits, however, are not required for nursery furniture (i.e. cot, play-pen and child's chair).

That reference to engaged couples gave rise at once to some speculation. A Daily Express reporter who made inquiries at the Board of Trade discovered that there is to be an elaborate system of checking and confirmation. Are the couple really engaged? When is the wedding date, and where is the marriage to take place? Have either of the young couple any furniture of their own already, or are they living with their parents? These are some of the preliminary questions which have to be satisfied before the permit is issued. Then, in due time, inquiries are to be made as to whether the wedding took place; if it did not, why not? If the engagement has been broken, then the permit is cancelled and any furniture bought must be returned.

NONE of the furniture is as yet available for inspection. It must be ordered from a furniture dealer from a catalogue, copies of which can be obtained (price 9d.) from any bookseller or newsagent or direct from H.M. Stationery Office. No purchase tax is levied, and the maximum retail prices which have been fixed cover free delivery within a radius of 15 miles. Hire purchase terms are to be made available. The maximum number of units is 60 in the case of a married couple setting up a home, and up to 15 more will be allowed for each child. Specimen charges, with the "cost in points" given in brackets, are:

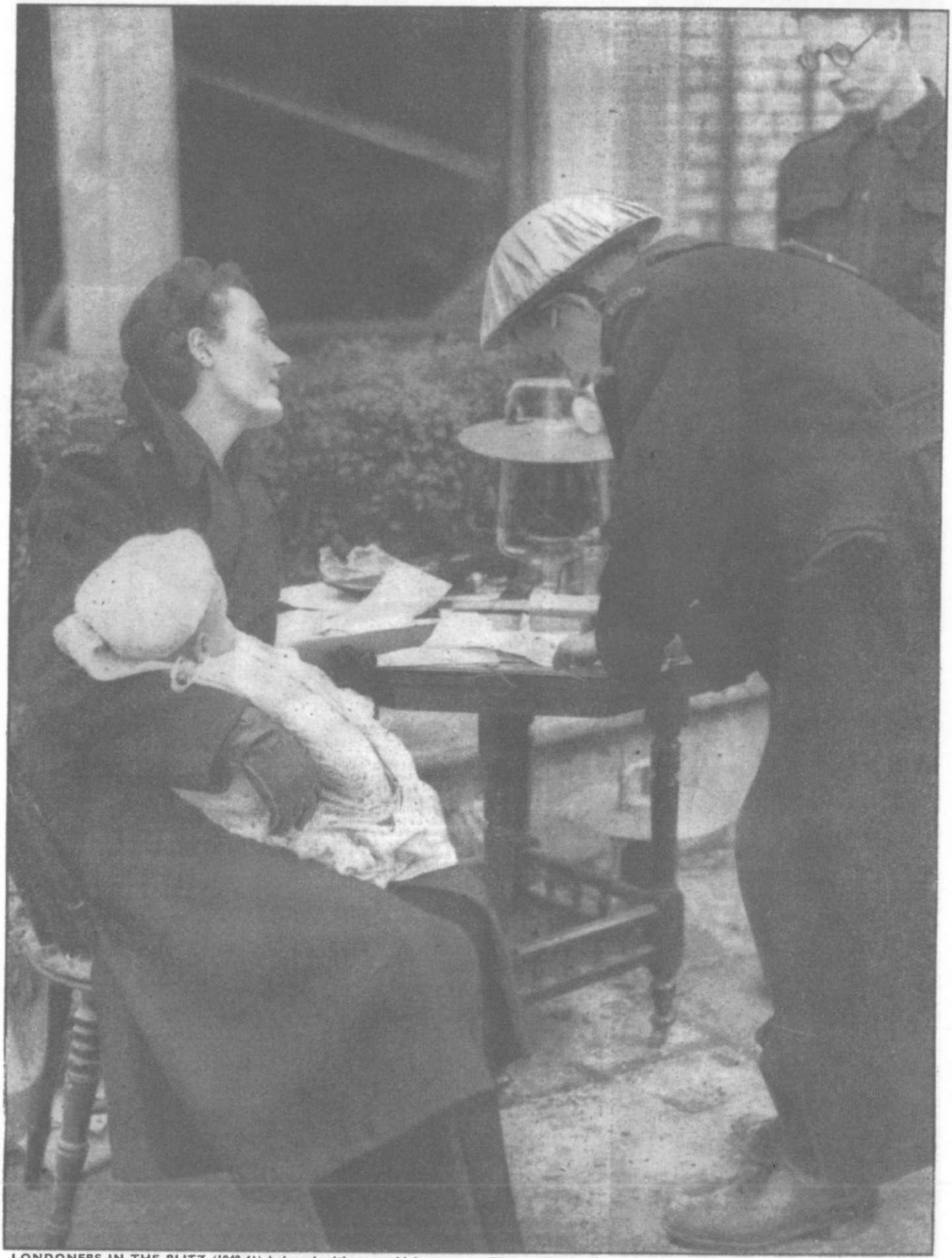
Dining table, £4 13s. 6d. and £5 15s. 3d. (6 points); dining chair, £1 3s. to £1 10s. (1); easy chair, £3 12s. and £6 10s. (6); sideboard, £7 6s. 6d. and £10 7s. (6); double bed, £3 10s. 9d. (oak) to £4 11s. (mahogany) (5); wardrobes, £13 2s. 9d. to £17 4s. 9d. (12 or for 3 ft. size, 10); 3 ft. dressing chest (with mirror), £8 11s. to £10 10s. (8); kitchen table, £2 14s. and £3 8s. 6d. (6, or for smaller one 4); kitchen chair, 12s. 6d. and 14s. 3d. (1).

RECENTLY the Select Committee on National Expenditure issued their report (H.M. Stationery Office, 4d.) on The Health and Welfare of Women in War Factories. In the three years since mid-1939 rather more than one-and-a-half million women have taken up fresh jobs in industry. The Committee comment unfavourably on the fact that, except in the case of Royal Ordnance Factories and certain private undertakings, there has been no selective medical examination before the intake of women into industry, with the result that many women sent from a considerable distance to work at a factory have been found on arrival to be suffering from an illness or mental disability which made it impossible for them to be accepted for employment. It is urged, therefore, that the Government should give close attention to the problem of securing a satisfactory industrial medical service, and that greater use should be made of women doctors.

Physical amenities are also criticized. In some factories, it is stated, an inadequate time is allowed for meals, and if service in the canteen is not too good, girls have to bolt their food; in others, workers still eat a snack at their machines or work-tables. Insufficient attention is devoted in some factories to personal cleanliness and the prevention of industrial dermatitis. Washing-rooms are generally unattractive, and often badly lighted. Then many factories, particularly the medium-sized and smaller establishments, leave much to be desired in the way of lighting and ventilation.

HOURS of work, too, are the subject of unfavourable comment. Although the Ministry of Labour advised employers two years ago that the number of hours worked by women should vary only between 48 and 56 per week, cases were reported of women who are working 12 hours a day, spending two or three hours travelling, and on top of this undertaking household duties. Small wonder is it that in these circumstances sickness and absence from work are reported to be more frequent among women workers than among the men.

London's Little Streets Have Kept Their Courage



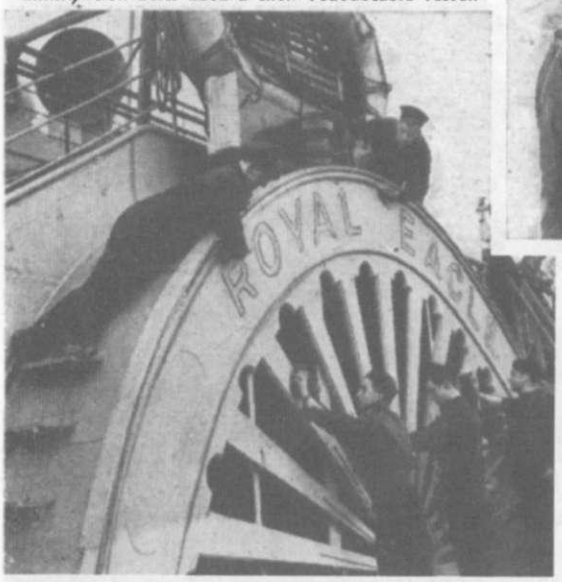
LONDONERS IN THE BLITZ (1940-41) behaved with proverbial courage. The retaliatory night raid on Jan. 17, 1943, launched by a few German aircraft in reply to our heavy bombing of Berlin the previous night, was the Metropolis's first big raid since May 1941; two days later the capital was attacked in daylight. This photograph shows a woman warden minding a baby whose parents are salvaging their furniture from their bombed-out home.

Photo Topical Press

At Home and Abroad With Our Roving Camera

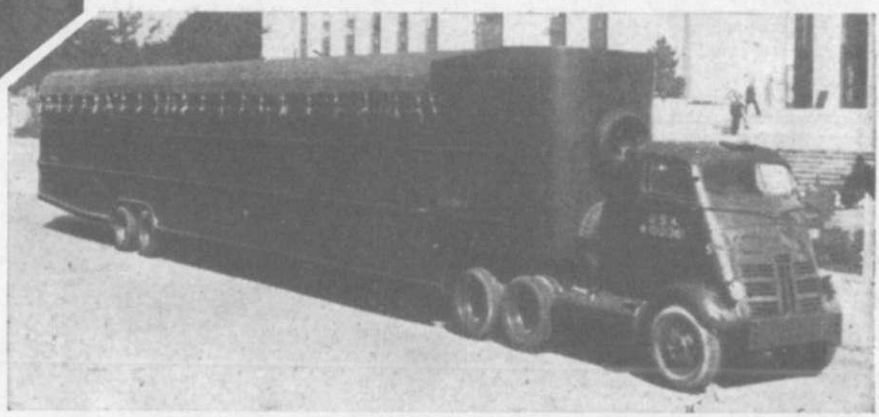
H.M.S. ROYAL EAGLE in peacetime carried thousands of Londoners to N. Kentish resorts. Two years ago she was commissioned as a warship of the Royal Navy. During this period she has spent 520 nights and 132 days at sea, covering a mileage of 25,000. She has been in action 52 times against enemy aircraft, and has destroyed two for certain and many probables. Among the honours awarded to her crew are two D.S.C.s, four D.S.M.s, and 13 mentions in dispatches.

This record is apart from her fine achievement at Dunkirk, when the Royal Eagle (not yet on the Navy's strength), brought home nearly 3,000 men, one of her most distinguished passengers on that historic occasion being Gen. Pownall. Each man of the ship's company who was on board at that time carries a silver penknife inscribed "Royal Eagle, Dunkirk 1940," presented by men of the Cheshire Regt. whom she brought safely back. Below, polishing the ship's paddle-wheel. Right, ratings fill pom-pom ammunition belts aboard their redoubtable vessel.



AUSTERITY COBBLING has been brought about owing to shortage of leather. On Jan. 1, 1943, patchwork repairs for shoes, with two-piece repair for heels over 1¾ in. in width or length, and heel reinforcement at the point of wear in rubber or iron, became compulsory. Repairs will henceforth be rough-finished, but adequate. A wartime code for treatment of footwear has been given by the Board of Trade. Important points are; examine your shoes each evening; have them repaired as soon as the top layer of leather has worn through; clean them regularly. This photograph shows how the new repair work will be carried out.

NEW ARMY OVERCOAT. The Regular Army and the Home Guard are being issued with winter overcoats of utility cut. Instead of brass, these coats have khaki-coloured plastic buttons, and are of a slightly thinner material than hitherto. A pleat runs from the top to the bottom at the back, thus giving greater freedom for the arms. In previous issues the pleat ran only from the belt to the bottom of the coat. Such changes in Army uniform designs are under frequent review.



WORLD'S LARGEST TRAILERS, designed to carry parts of B.24 U.S. bomber aircraft from factory to assembly plant, leave the Ford Motor Company's Willow Run Works in America almost daily, bearing their all-important cargoes. Left, one of these 60-ft. tractor-trailers loaded with parts; the load comprises the great centre wing section of the bomber, with ailerons on the right and leading edges on the left. Below and out of sight are outer wing panels and flaps—all snugly secured so as to travel without a jar. Above, ready to begin the journey.

Photos, British Official: Crown Copyright; L.N.A., R. W. Hammond, Keystone

I WAS THERE! Eye Witness Stories of the War

We Got the Convoy Through the U-Boats

Attacked 35 times by U-boats in the Atlantic, an armada of merchantmen recently reached this country. The part that a Liberator of the Coastal Command played in this battle lasting four days and nights is told below: the story is reprinted from The Daily Telegraph.

"We had been over the convoy only about half an hour," said Sqdn.-Ldr. Bulloch, "when we sighted the first submarine. There was a hailstorm at the time and in the early morning light visibility was bad.

"But this U-boat was on the surface about 11 miles behind the convoy. It was travelling fast to catch up with the ships. I circled to attack. It sighted us and started to crash-dive, but I got it just as it was disappearing, and the depth charges went down on top of it."

Flyg.-Off. Michael S. Layton, Bulloch's Canadian navigator, had a "grandstand" view of what happened then.

"I looked back from the astrodome," he said, "and saw about 40 feet of the submarine sticking out of the water at an angle of 30 degrees. The depth charges exploded right along the track of the U-boat and the spray completely smothered the stern."

A patch of oil nearly 800 yards long spread on the surface of the sea and was followed seconds later by debris. The Liberator signalled a corvette to the scene. When it arrived it disturbed a flock of seagulls which were hovering over the debris. The corvette signalled Sqdn.-Ldr. Bulloch, "You certainly got him." Another signal read, "You killed him." And a third, "Dead bodies seen."

Three hours later the squadron-leader sighted two U-boats 300 yards apart going like mad for the convoy.

"There was oil coming from one of them," he said. So they attacked it and the depth charges were well placed. A couple of seconds after the explosions had died away a terrific spout of water shot us into the air.

The Liberator had now no more depth charges, but it continued its patrol. The crew settled down to the routine jobs and one of the gunners cooked a lunch of steak and potatoes on a paraffin stove.

"I was sitting in the cockpit with a plate on my knee, with 'George'—the automatic pilot—in charge," Sqdn.-Ldr. Bulloch said. "I was going to enjoy that steak, but another U-boat popped up.

"The plate, with its steak and potatoes, went spinning off my knee as I grabbed the controls and sounded the alarm. There was a clatter of plates back in the aircraft as the rest of the crew jumped to it, forgetting how hungry they were.

"We dived on the submarine and opened up on it with cannon and machine-gun fire. We couldn't do anything else. But the U-boat didn't know that, and as soon as it saw us coming it got under quickly. Our lunch was ruined, but that U-boat didn't get within torpedo range of the convoy."

Twenty minutes later another one was sighted, and Sqdr.-Ldr. Bulloch began to wonder if the whole German U-boat fleet had congregated in that part of the Atlantic. They attacked again with their cannons, and again the U-boat dived in a hurry.

Another half-hour and the squadron-leader sighted a sixth submarine; 50 minutes later a seventh; and in another 25 minutes the eighth. All three were attacked with cannon fire and forced to crash-dive.

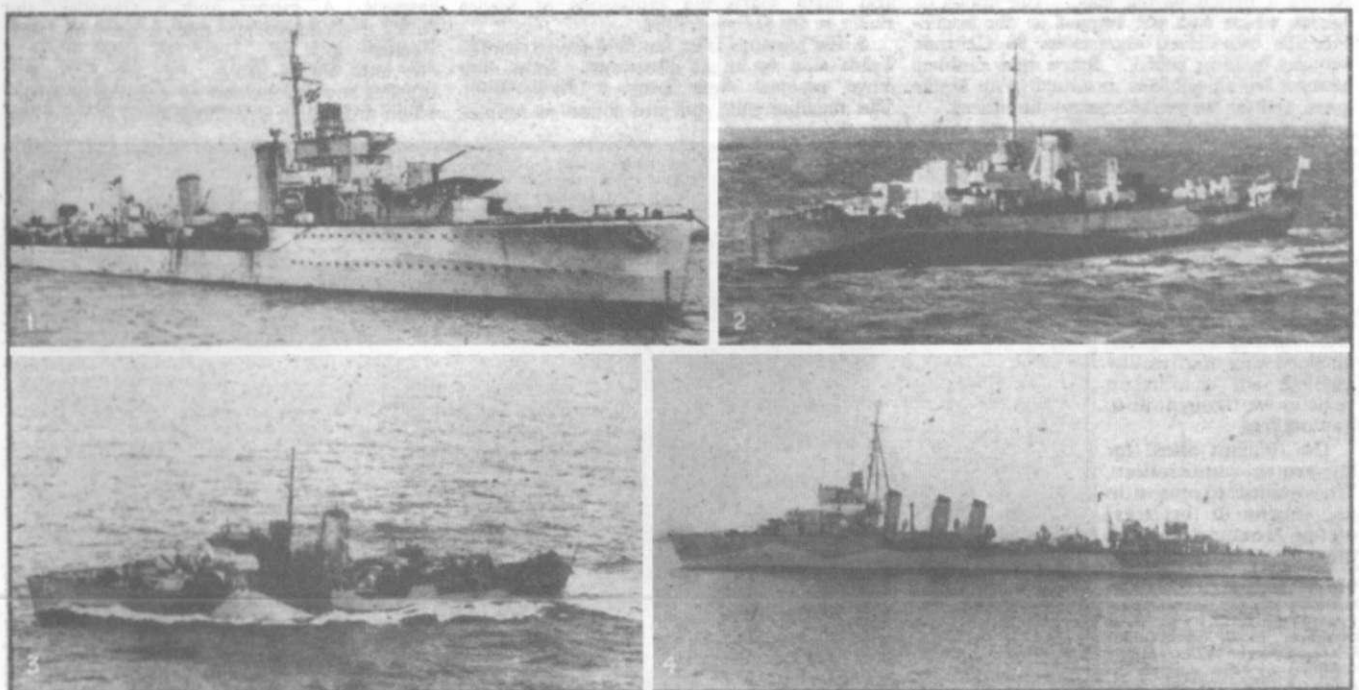
SQDN.-LDR. BULLOCH, D.S.O., D.F.C. (left), whose story is told in this page, has received a bar to his D.S.O., and Sergt. McColl (right) the D.F.M. The awards were announced on Jan. 10, 1943. *Photo, British Official*

It was only when darkness was beginning to fall that the Liberator headed back to base. It landed safely after a patrol of nearly 17 hours and after attacking U-boats from dawn to dusk.

We Were the Cat Among Rommel's Pigeons

Armoured cars of the Royal Dragoons executed one of the 8th Army's most spectacular manoeuvres when they broke through Rommel's lines on Nov. 2, 1942, and in four days destroyed 200 vehicles, captured and destroyed at least 30 guns, and cut many phone lines. The story is told here by a leader of one of the armoured squadrons.

We attribute the luck which attended our initial break-through to the splendid work of the infantry and the artillery, which paved the way. We left our location and passed through the minefields in single file. No shot was fired at us. The only impediment to our progress occurred when the first car ran into an 88 mm. gunpit filled with dead Germans. One or two more cars, including three petrol replenishment



ESCORT SHIPS OF THE ATLANTIC CONVOY that battled against enemy submarines in early Dec. 1942 (see accompanying text) included those of the British, Polish and Norwegian navies. 1, H.M.S. Fame, British destroyer, and 2, Norwegian corvette Rose, which sighted and engaged two U-boats. 3, Norwegian corvette Eglantine, which successfully attacked three of the German submarines in two successive actions. 4, Polish destroyer Burza chased a U-boat and attacked it with depth charges.

Photos, British Official: Crown Copyright

lorries, got stuck in slit trenches, but most of them pulled out when dawn broke and fought their way up to us.

The enemy was too astounded to do anything as we came through, or else the Italian section thought we were Germans and the German section thought we were Italians. They waved Swastika flags at us with vigour, and we replied with "Achtung!" and anything else we could think of which, with a wave and answering wave, would get us through their lines.

As it grew lighter they stared and blinked at us. Although a warning artillery barrage had been going on all night they couldn't believe their eyes. They would goggle at us from short range, see our berets, bolt away a few yards, pause as if they didn't think it was true, and come back to take another look. We passed within ten yards of the muzzles of an entire battery of field artillery. Right down the column we went with Germans standing by their guns and fortunately failing to let them off. One of them would suddenly see we were British, and run a few yards to tell somebody else. Then both of them would stare unbelievingly.

We Woke the Quartermaster!

As the dawn broke we passed a man in bed. From the mass of vehicles and equipment surrounding him he was obviously an Italian quartermaster. We woke him up by tossing a Verey light into his blankets. He broke the record for the sitting high jump! Into one of his lorries we heaved a hand grenade. The results on the lorry were most satisfactory, but they scared the second-in-command who, following in his armoured car, had failed to see us toss the grenade.

Picking our way through trenches and gun positions we came upon what was evidently a "permanent" headquarters. Lorries were dug in, men were asleep everywhere They were surprised to wake up and see their lorries go up in smoke one by one. We were now some miles behind their lines, and their astonishment had been so colossal that we hadn't had one shot fired at us. It was full daylight, and getting amongst the "soft" transport our work of destruction began.

In the first quarter of an hour the two squadrons destroyed forty lorries by simply putting a bullet through the petrol tanks and setting a match to the leak. The crews of lorries which had got bogged in the break-through transferred themselves to German vehicles holding petrol. Spare men climbed aboard Italian vehicles mounted with Breda guns, and on we pushed across the desert.

Germans panicked from their lorries into slit trenches. We had no time to take prisoners. We just took their weapons and told them to commence walking east. Only those who refused were shot. Few refused. The majority were most anxious to oblige us in every way, and readily assisted in draining vehicles we thought fit to immobilize.

The Italians asked for far greater consideration. They wanted to come with us, clinging to the sides of our armoured cars as they fought each other to come aboard. To stop these poignant scenes a troop-leader asked for one of their officers. Half a dozen men stepped forward. We explained we couldn't take them all and, skimming off the cream, pushed on with a colonel and two majors clinging for dear life round the muzzles of our two-pounders.

'Bumped' by Bombs from the Air

Up till now we had had no casualties, except three petrol lorries and one armoured car jammed way back in the minefields. The commander of the armoured car surprised our headquarters by returning to our own lines the following morning unarmed and driving thirty Italians before him. The columns of smoke climbing up from the lorries we burned attracted the attention of tanks and aircraft. We managed to dodge the tanks, but the aircraft pestered us throughout the next four days.

The German pilot adopted a novel form of bombing. He had probably grown tired of aiming at the small target offered by an armoured car and, attaching a bomb on a piece of rope suspended from his Me.109, flew over us hoping to bump the bomb into our turrets. After 24 unsuccessful attempts the bomb hit the ground and exploded, causing irreparable damage to his piece of rope. The armour of our cars was excellent, and the only casualties inflicted on us from the air were on the German lorries we shanghaied to come along with us. We had one personal casualty—one of the Italian majors swinging round a turret was shot off by one of his own planes. After that we allowed the other two Italians to walk it.

Then the two squadrons parted, one continuing due west, the other going south-west. In the south we cut the Axis telephone lines connecting the left and right flanks of their Alamein line, and added a little more to the general confusion. For the remainder of the first day we sat astride their lines of supply, holding up and destroying lorries as they arrived to supply front-line troops. This highway robbery continued for another three days without variation, except that instead of burning vehicles and so attracting aircraft, we merely rendered them useless.

Ever since we raided the headquarters we had had reprisals sent out after us. Slow-flying reconnaissance Torches came after us. We shot one down. We also came upon some aircraft, a marvellous target for our bombers, and sent back the information that they were waiting on the airfield to be destroyed. In an astonishingly short time our bombers were over—and so were their aircraft. There was an amusing incident when we came across a South African pilot who had been ground strafing. He was shot down practically under the wheels of one of our armoured cars. Expecting to be man-handled so far behind the enemy lines he couldn't believe his eyes when he realized we were British.

And so we stayed fifteen miles behind Rommel's lines. The only real battle we had was on November 2, when our break-through took place. We heard later, when told that the British tanks had broken through, that Rommel's reply had been, "Oh, yes. I know about that," in reference to our armoured cars. At the time our tanks really had broken through.

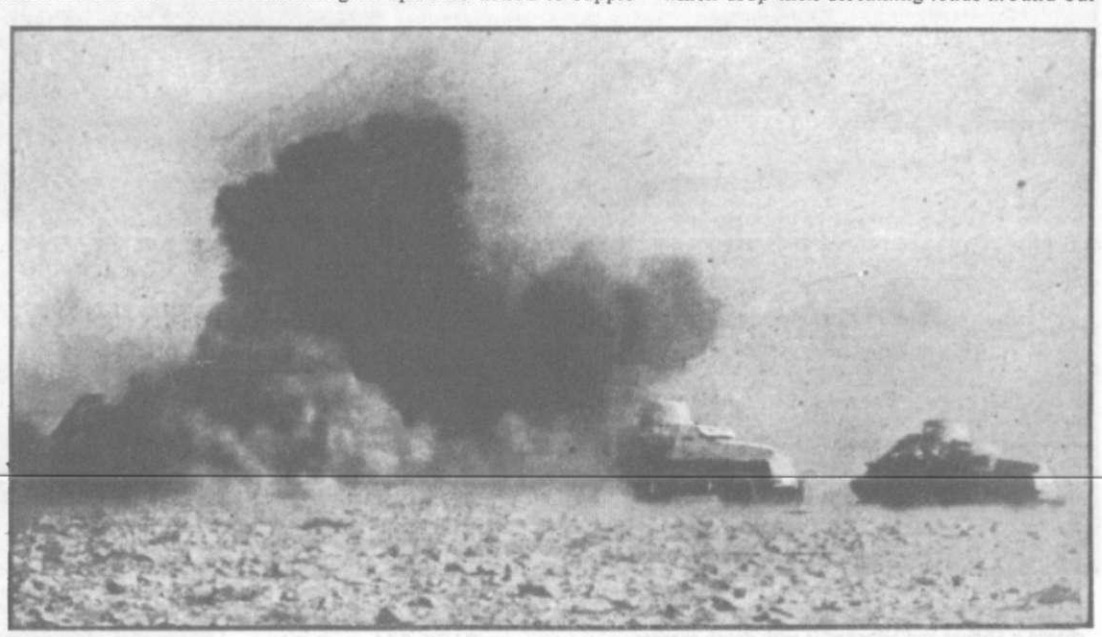
Having waylaid a number of vehicles containing retreating German troops, we met up with several 50 mm. anti-tank guns. Things looked black for us when we met the Fighting French coming west. Fortunately for us mutual recognition came quickly, and together we compelled the enemy to leave behind many anti-tank guns and some field guns which he had in tow. With this our job was over. There was no need to return. The Eighth Army had come out to meet us.

My Night of Tense Expectancy in the Russian Lines

Written by Boris Yampolsky, well-known Soviet war correspondent, this account of preparations in the Russian lines for the great November offensive is reprinted from Soviet War News.

From a desolate height in the front line, battle-orders ring through the night air. The gun crews jump from their trenches. Soon columns of black smoke and earth mark the explosions of Soviet shells in the German lines.

A few seconds after the first salvo, searchlights stab up in all directions. Soon they have grasped their prey—a Focke-Wulf. The machine-guns spit into action to supplement the A.A. guns. A dispatch rider jumps from his horse, trying to help bring down the enemy plane with his rifle. Drivers, too, stop their lorries and let the German have it. A sapper and a signaller, the sentry at headquarters and a team of road-menders join in. Even the cook grabs a rifle and blazes away. But the F.W. disappears and is followed by Heinkel bombers which drop their screaming loads around our



BRITISH ARMOURED CAR reconnaissance patrol advancing in Libya. An account of a spectacular break-through by a raiding column of these vehicles is given in this and the preceding pages.
Photo, British Official

positions. Uprooted trees blaze like rocket flares. Meanwhile, the artillery pounds away more heavily than ever. The Germans reply with heavy but poorly directed fire.

Trench digging under fire is difficult. Fortunately, the earth hereabouts is generously equipped with craters made by German land-torpedoes. These make excellent premises for headquarters, observation posts, radio stations, munition dumps and gun crews. It is a kind of underground city, stretching back many miles through forests and swamps. There are underground repair shops and garages. A printing-press is installed in what was once a bear's den. The post office still works in the open. Every now and again a shell fragment cuts a hole in the stack of letters. There is an underground bath-house to which the Red Army men come direct from the firing-line. Seldom have I seen a barber work so quickly and dexterously.

No one sleeps at night. Traffic pours along the roads leading to the front line. A kitchen squad makes its way along a dark path, carrying flasks of hot cocoa for the tankmen. The regimental postman hunts out addresses in a maze of trenches and barbed wire entanglements. Lorries unload cases of cartridges and hand-grenades, which are immediately rushed forward to the front line.

There is a sinister quiet in the direction of the German trenches; but suddenly a mortar shell hisses through the still night, followed by a storm of German artillery fire. The munition-carriers move about noiselessly. They never stop for a moment. They can tell by the sound of the shells where the danger lies. Red-hot shell fragments stream like fireworks through the dark. The men lie low, protecting the cases of bullets with their bodies. These dangerous

GREAT SOVIET DRIVE on the S. Russian front continued with unabated speed in Jan. 1943. This photo shows Russian infantry attacking enemy positions in the Don area. Preparations for the Soviet offensive are described by an eye-witness in the accompanying text.
Photo, Planet News

nights are a commonplace to them. They know exactly when to leap into a crater for shelter. The mortars shift their fire to new sectors, and the men leave the craters to advance from tree-stump to tree-stump, now crawling, now making a wild dash for it. A tall fir burns like a candle and illumines the entire forest. Some distance away trees are crashing to earth, burying men beneath them. We can hear faint groans."

Meanwhile, the munition-carriers move deeper into the night, through raging fire and burning brushwood, until they reach the battle-line, which is brilliantly lit by German flares. They crawl from trench to trench, sometimes up to their necks in water.

"Everywhere men are on the alert. Even those who are off duty sleep with a rifle or grenade clutched in one hand. The munition convoy creeps ahead in a dazzling glare which dies down momentarily, leaving a dull, dark landscape. Snipers' bullets rip through the air around them. Some fall; others pause to find out whether they are dead or only wounded. The wounded are quickly bandaged and hidden in craters. Men on their way back from the front line will carry them to the nearest dressing station.

OUR DIARY OF THE WAR

JAN. 6, 1943, Wednesday *1,222nd day*

North Africa.—Enemy counter-attacks dislodged our troops from hills W. of Mateur.

Libya.—Gen. Leclerc's Chad forces captured outpost of Oum-el-Araneb in the Fezzan.

Mediterranean.—Aircraft from Malta bombed La Goulette and Tunis.

Burma.—R.A.F. bombers attacked Jap positions near Akyab.

Australasia.—U.S. bombers raided airfield at Munda.

U.S.A.—Liberators bombed Kiska.

JAN. 7, Thursday *1,223rd day*

Air.—R.A.F. raided the Ruhr.

Libya.—Fighting French flying column captured El Gatrun in the Fezzan.

Mediterranean.—U.S. heavy bombers raided Palermo in daylight.

Australasia.—U.S. aircraft bombed Bougainville and Rekata Bay in Solomons.

U.S.A.—Liberators again raided Kiska.

JAN. 8, Friday *1,224th day*

Sea.—Admiralty announced that in sea battle off North Cape on Dec. 31, destroyer Achates was sunk and Onslow damaged; convoy reached Russian ports without loss.

Air.—R.A.F. again raided the Ruhr.

North Africa.—U.S. aircraft attacked Axis concentrations at Kairouan.

Russian Front.—German Sixth Army trapped before Stalingrad rejected Russian ultimatum demanding surrender. Soviet troops occupied Zimovniki.

Australasia.—Three Jap transports in convoy bound for Lae sunk by bombers.

JAN. 9, Saturday *1,225th day*

Air.—Essen and the Ruhr bombed by R.A.F.

Libya.—Gen. Leclerc's Chad troops captured outpost of Brach in the Fezzan.

Russian Front.—Heavy German counter-attacks repelled at Velikie Luki.

Australasia.—In attempt to land reinforcements at Lae 130 Jap aircraft were destroyed or damaged.

JAN. 10, Sunday *1,226th day*

Sea.—Admiralty announced loss of submarine Utmost.

Libya.—Bombing and machine-gun attacks on Axis troops between Tripoli and Misurata.

North Africa.—Daylight raid on La Goulette by Allied bombers.

Burma.—R.A.F. made day and night attacks on Akyab; U.S. aircraft wrecked Myitnge bridge over Irrawaddy.

JAN. 11, Monday *1,227th day*

Air.—R.A.F. heavy bombers again attacked the Ruhr.

North Africa.—German attacks on French troops in Tunisia were repulsed.

Mediterranean.—Daylight raid on Naples.

Russian Front.—Soviet troops occupied Georgievsk, Mineralniye Vody, Pyatigorsk and Kislovodsk in the Caucasus.

Australasia.—During night Jan. 10-11 U.S. torpedo-boats torpedoed two Jap destroyers and drove off others attempting to reinforce Guadalcanal.

JAN. 12, Tuesday *1,228th day*

Air.—Another R.A.F. raid on the Ruhr.

North Africa.—U.S. Flying Fortresses attacking Castel Benito air base, Tripoli, destroyed 16 enemy aircraft in the air and 20 on the ground.

Libya.—Murzuk, capital of Fezzan, and Sebha, military base, occupied by Gen. Leclerc's Chad forces.

Mediterranean.—Targets in Crete, Sicily, and Lampedusa Is. attacked by Allied aircraft.

JAN. 13, Wednesday *1,229th day*

Sea.—Admiralty announced loss of corvette Marigold.

Air.—British and American bombers made daylight raids on Lille, St. Omer, and Abbeville; Essen and the Ruhr had concentrated night raid.

Russian Front.—Soviet troops in Stalingrad broke through to the western suburbs and consolidated their positions.

Australasia.—Allied bombers and fighters made heavy raids on Lae and Salamaua, New Guinea, and Gasmata, New Britain.

JAN. 14, Thursday *1,230th day*

Air.—Heavy night raid on U-boat base at Lorient.

Russian Front.—Soviet troops continued to advance in Caucasus and on Lower Don.

Burma.—R.A.F. raided Akyab area by day and night.

Australasia.—Allied troops broke through Jap positions at Sanananda in Papua.

JAN. 15, Friday *1,231st day*

Sea.—Admiralty announced loss of destroyer Partridge.

Air.—R.A.F. raided Cherbourg by day and Lorient by night.

Libya.—Eighth Army started offensive at Buerat.

Mediterranean.—Our submarines sank three enemy supply ships and damaged three more.

India.—Three Jap aircraft shot down by one fighter pilot in Calcutta district.

Australasia.—Widespread raids by U.S. aircraft on Jap bases in Solomons.

JAN. 16, Saturday *1,232nd day*

Air.—Strong force of R.A.F. bombers raided Berlin; one aircraft lost.

Libya.—Announced that Gen. Leclerc's forces had made contact with Eighth Army.

Russia.—Soviet H.Q. announced opening of new offensive south of Voronezh; town and rly. centre of Rossosh captured.

Australasia.—Five Jap ships sunk or damaged by Allied bombers at Rabaul.

General.—Iraq Govt. announced itself at war with Germany, Italy and Japan.

JAN. 17, Sunday *1,233rd day*

Sea.—Admiralty announced loss of trawlers Horatio and Jura.

Air.—R.A.F. again raided Berlin in strength; 22 bombers missing.

Libya.—Castel Benito, air-base of Tripoli, heavily raided by Allied bombers.

Russian Front.—Soviet troops captured Millerovo, on Voronezh-Rostov rly.

India.—Enemy aircraft raided airfield in Chittagong area.

Australasia.—Jap bombers and fighters raided Milne Bay, Papua.

Home Front.—In two night raids on London and S.E. England ten enemy bombers were destroyed.

JAN. 18, Monday *1,234th day*

North Africa.—In Tunisia Germans gained some ground S.W. of Pont du Fahs.

Libya.—Eighth Army advancing on Tripoli passed through Misurata and reached Zliten; Castel Benito air-base again heavily bombed.

Russian Front.—Soviet troops occupied Sinyavino and Schlüsselburg and raised the siege of Leningrad.

Australasia.—Sanananda village in Papua captured by Allied troops.

JAN. 19, Tuesday *1,235th day*

Libya.—Our forces advancing towards Tripoli closed in on Homs and Tarhuna; Axis airfield at Castel Benito again bombed.

Mediterranean.—In night operations on Jan. 17, 18 and 19 our destroyers sank 13 enemy vessels.

Russian Front.—South of Voronezh, Soviet troops captured Kamensk and rly. junction of Valuiki.

India.—Small-scale enemy air raid on Calcutta area; two bombers destroyed.

General.—Announced that M. Marcel Peyrouton was appointed Governor-General of Algeria.

Flash-backs

1940

January 8. *Russian 44th Division routed by Finns at Suomussalmi.*

January 13. *R.A.F., in longest reconnaissance raid to date, dropped leaflets at Vienna and Prague.*

1941

January 10. *Cruiser Southampton lost, aircraft-carrier Illustrious damaged by Axis air attack in Sicilian Channel. Klisura in Albania taken by the Greeks.*

January 19. *Kassala, Sudan, re-occupied by British troops.*

1942

January 10. *Japanese invaded Celebes, Dutch East Indies.*

January 11. *Japanese entered Kuala Lumpur, Malaya.*

January 12. *South Africans captured Sollum.*

January 13. *In Libya, British troops occupied Jedabia, on Gulf of Sirte.*

January 19. *Russians recaptured Moiaisk, on Moscow front.*

Editor's Postscript

A CORRESPONDENT who signs himself "Fairplay" sends me a postcard from Harrow saying: "Why is it that you are always boosting Scotch, Australian, Canadian, Indian, South African and other oversea and foreign soldiers, sailors and airmen to the detriment of Englishmen who are doing the bulk of the fighting by sea, land, and in the air?" I can assure him that we of THE WAR ILLUSTRATED are conscious of no offence in this respect, nor can I regard his complaint as a fair one. We are all with him in agreeing that Englishmen are doing the bulk of the fighting. He might have some cause for complaint if he had access to the American newspapers, but he doesn't accuse us, it will be noticed, of giving undue prominence to the Americans! The fact is that we attempt no discrimination—which too readily leads to recrimination—in recording the news of the fighting as that reaches us from official and other sources. It stands to reason that as Scotland has a population of some 5,000,000 and England has some 41,000,000 there must be more Englishmen than Scotsmen in arms. Of all races the English have ever been the least given to national self-assertion and the readiest to give, without any trace of jealousy, honour where it is due. Clearly the major part of the British fighting by land, sea, and air must be done by Englishmen and perhaps that's why too often "it goes without saying." Personally I deprecate all "boosting" of fragmentary elements in the grand total of united British effort, which is the rigid, unbending backbone of this fight for freedom.

THE things they say! I was reminded of the feature I run with this title in World Digest by the glossary of American terms given in a leaflet issued by the Navy, Army and Air Force Institutes—N.A.A.F.I. for short—for the guidance of those members of its staff who may be called upon to serve American soldiers, sailors and airmen, whether in canteens, messing stores or offices. In When You Meet the Americans, Miss N.A.A.F.I. is warned that she must be prepared for surprises. "The first time that an American soldier approaches the counter and says, 'How'ya, baby?' you will probably think he is being impudent. By the time several dozen men have said it you may have come to the conclusion that all Americans are 'fresh.' Yet to them it will be merely the normal conversational opening, just as you might say, 'Lovely day, isn't it?'"

THIS understood, she is conjured to "try not to appear shocked at some of their expressions. Many of these may sound remarkably like swearing to you, but in fact they are words in everyday use in America. It will not occur to the lad from Ohio that you are not accustomed to hearing them used in front of girls." What those words are is (tantalizingly) left unstated. N.A.A.F.I.'s young ladies are told, however, that Hot Dogs are fried sausages in split rolls, and Hamburgers are savoury rissoles in split rolls or between slices of bread. They are informed that Americans call a biscuit a cracker, while to them biscuits are scones or tea-cakes. When they want grilled meat they ask for it broiled. Chocolate and sweets are candy; chipped potatoes are french fried (to them chips are potato crisps); porridge is known as oatmeal; a kipper is a smoked herring, and vegetable marrow is known as squash. What we call beer or bitter, they call ale; beer to them means lager, while if they ask for their change in bills they will expect it in notes. Braces are suspenders, sock suspenders are garters. And if the young lady behind the counter is informed by a solicitous customer that she has got a "run" she will know that it refers to a ladder in her stocking.

CAPT. R. ST. V. SHERBROOKE, D.S.O., R.N., of H.M.S. Onslow, who won the V.C. for valour in defence of an important convoy bound for N. Russia on Dec. 31, 1942. "Never was there anything finer in Royal Naval annals," declared Mr. A. V. Alexander, First Lord of the Admiralty. *Photo, Janet Jevons*

AT the end of the leaflet are some Do's and Don'ts. "Don't make fun of the American accent or vocabulary," Miss N.A.A.F.I. is told. "Your own accent and words probably seem just as odd to them." "Don't snub an American unless he has really deserved it." "Be a little more friendly than you normally would." "Don't talk about Chicago gangsters as if they represented 90 per cent of the population of America." And "Most important of all, remember that every time you lose your temper with an American, or refuse to understand his point of view, you are fighting Hitler's battles for him. Germany's propaganda at the moment is directed mainly to the task of separating Britain from America. *Don't help Hitler!*"

"THE picture that sank a battleship" is one of the 130 photographs contained in Coastal Command, prepared for the Air Ministry by the Ministry of Information and recently published by H.M. Stationery Office at 2s. You may have guessed that the battleship in question was the Bismarck, and the photograph that sealed her fate was taken by an aircraft of Coastal Command on May 21, 1941. In the course of a reconnaissance of the Norwegian coast the aircraft had flown as far north as Bergen, and there, reconnoitring the approaches to the port, the pilot discovered two warships, one of large size, at anchor in a small fjord. On his return to his base he made a cautious report of what he had seen to one of the station intelligence officers. They soon were sure where he had surmised. The Bismarck and the Prinz Eugen were out.

YOU know the rest of the story. We devoted about a dozen pages to it in Volume 4 (see pp. 580–583, and later). But you will not be averse to reading it again. Moreover, certain details are now published which could not be revealed two years ago. Then, of course, there are many other thrilling stories in Coastal Command. How could it be otherwise, when we are told that in fulfilment of their duties aircraft of Coastal Command between Sept. 3, 1939 and Sept. 30, 1942 escorted 4,947 merchant convoys, attacked 587 U-boats, and flew some fifty-five million miles? Much of the Command's work is unspectacular; most of it is carried out hundreds of miles from land, beyond sight of witnesses, and leaves no record of stirring adventure, of thrilling escape. One has to take the somewhat stereotyped and colourless reports of the men who fly the aircraft—unassuming heroes every one of them—and read between the lines. Sometimes (we are reminded) there is no report. A plane flying on its solitary reconnaissance has not returned . . .

NO author's name appears on the title page of Coastal Command, but I understand that it is by Mr. St. George Saunders, who was also responsible for those previous best-sellers The Battle of Britain and Bomber Command. Some 3,750,000 copies of the first were sold, and 1,250,000 of the second. The first impression of Coastal Command ran to 400,000, heavily over-subscribed before publication, and a second is in course of preparation. Even before the War such figures would make the mouth water. But now, when our paper ration is but a fraction of what it was three years ago, well . . .

WITH your appetite whetted by the official story, you may like to turn to Coastal Command at War, a well-illustrated book which takes us behind the scenes—into the H.Q. Operations Room, the Group Headquarters, the stations, the aircraft themselves. Published by Jarrolds at 7s. 6d., it is by "Squadron Leader Tom Dudley Gordon"; according to the Evening Standard's Londoner, "Tom" is Squadron Leader Guthrie, "Dudley" is Squadron Leader Barker, and "Gordon" is Wing Commander Gordon Campbell. Vividly written, the book contains a mass of information concerning not only the Coastal Command's operations, but its principal personalities and those details of everyday life which must be of particular interest to those who have to stay at home and wait. It carries the story a year later than the point reached in Coastal Command.

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